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PILSENER BEER
IN BOTTLES
Per Case of 12 Bottles \$13.00
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H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

OLUB
WHISKY.
H. PRICE & CO.
\$12 PER DOZ.
PURE MELLOW

No. 13,445 號伍十肆百肆千叁萬壹第 日捌十式月年柒十二緒光 HONGKONG, TUESDAY, APRIL 16TH, 1901. 式拜禮 號陸十月肆年壹零九千壹港香 PRICE, \$2½ PER MONTH

A SPECIALITY. CHAMPAGNE.

JULES MUMM.

SEC AND EXTRA SEC.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, Praya Central.

JOHN WALKER & SONS' KILMARNOCK WHISKY.

This World-renowned
FINE OLD SCOTLAND WHISKY Shipped
by CUTLER, PALMER & CO. is
obtainable in Hongkong only of
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
Patons \$10.75 PER DOZEN

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TEAM WAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS
7.30 a.m. to 8.00 p.m. Every 10 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 6.00 p.m. Every 15 minutes.
6.30 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. to 9.45 p.m. Every 15 minutes.
9.45 p.m. to 11.15 p.m. Every 15 minutes.
SUNDAYS
8.00 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 6.00 p.m. Every 15 minutes.
6.30 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. to 9.45 p.m. Every 15 minutes.
9.45 p.m. to 11.15 p.m. Every 15 minutes.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40 Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA CYCLE EMPORIUM.

The pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling a specialty.
McKIRDY & CO.
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

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BRACONSFIELD ARCADE.
(Opposite Hongkong & Shanghai Bank)
Hongkong, 10th November, 1900.

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PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900.



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INDIA PALE ALE.

PER 4 DOZ. QUARTS... \$11.00
PER 8 DOZ. PINTS... 14.00
ALSO IN HOGSHEADS, KILDERKINS, FIRKINS,
AND 41 GALLONS.

SOLE AGENTS—

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15, Queen's Road, Hongkong, 15th April, 1901.

COTTAM & CO.

JUST RECEIVED

MANILA HATS

LADIES' AND GENTLEMEN'S.

STOP THE SPREAD OF PLAGUE AND CHOLERA,

AND ALL
CONTAGIOUS DISEASES.

ESSETS' FLUID, THE WORLD-RECKONED NON-POISONOUS DISINFECTANT.
CAN BE USED WITH GREAT ECONOMY.
One Gallon will make 500 gallons of POWERFUL GERM-DESTROYING
RELIABLE DISINFECTANT, at a Cost of Less than Half a Cent per Gallon.

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FACTORY—
MASON'S LANE.

APOTHECARIES' HALL,
66, QUEEN'S ROAD CENTRAL.

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AERATED WATERS.

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LEMONADE.

GINGER ALE.

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RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

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GROCERIES AND PROVISIONS

of all kinds imported direct from Cross and Blackwell, Lazenby, Barnes, & Co., MONTHLY.

Freshness guaranteed.
WINES AND SPIRITS of Best Quality only.
SPECIAL AGENTS FOR
AYALAS CHAMPAGNE, Red Seal FORT, House of Commons and Buchanan's Blend
WHISKY, Napier Johnstone's Square Bottle WHISKY.

MANAGERS FOR
Hongkong and China STEAM BAKERY.
English, French, Twisted, COTTAGE and WHEATEN BREAD.
CAKES Freshly made daily.
BISCUITS of all kinds.
WEDDING CAKES a specialty.

N.B.—All Bread made from the Choicest Bakers Extra Flour. Bakery near Happy
Valley.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

\$20 PER DOZ.

Distinguished by 4 Stars on the label.

This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY—

THE "PALL MALL,"

AMOROSO SHERRY,

\$20 PER DOZ.

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

11 Years old; the finest quality shipped.

A natural and most pleasant wine to the taste.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

BENEDICTINE LIQUEUR—

D.O.M.

\$10.75 PER DOZ.

\$39.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

BURGUNDIES

FROM
FORTIER-PICARD & CO., BEAUNE.

	1 Dozen Quarts.	2 Dozen Pints.
BEAUNE	\$ 8.00	\$10.00
CHAMBERTIN	12.00	14.00
POMMARD	12.00	14.00
Nuits	14.00	16.00
VOLVAY	14.00	16.00
CHAMBERTIN (GRAND VIN)	28.00	30.00
RED SPARKLING BURGUNDY (EXTRA DRY)	30.00	32.00
CHABLIS (WHITE)	16.00	18.00

Apply to—
G. GIRAULT.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS,
EX ENGLISH MAIL.

The New Prayer-Book with Hymns	\$1.00 to \$5.00 each
Queen Victoria Extra Numbers Graphic	\$0.75
and London News	75
Ilford's Manual of Photography	1.50
A Master of Craft, by Jacobus	6.50
Mount Omi and Beyond, by Little	2.25
Magnesian, by Jamieson	4.00
Wide World Magazine, Vol. 6	6.50
First on the Antarctic Continent, by	2.25
Byrd, Gretna, Illustrations and	1.50
Maps	2.25
Foster's Whist Tactics	1.50
Foster's Poker Manual	1.50
Eben Holden	1.50
Three Men on the Bummel, by Jerome	1.50
Collins' Clear Atlas	70
China: Her History Diplomacy and	5.00
Commerce, by Parker	5.00

LECTURE AT CITY HALL.

MR. ALEXANDER MICHIE has kindly
consented to DELIVER an ADDRESS
on "MISSIONS," in the St. Andrew's Hall,
City Hall, TO-DAY (TUESDAY), the 16th
April, at 5.15 P.M.
His Excellency the Governor has kindly con-
sented to take the chair.
Ladies and Members of the public are invited.
H. E. POLLOCK,
Hon. Secretary,
HONGKONG OLD VOLUMES SOCIETY,
Hongkong, 13th April, 1901.

PERSEVERANCE LODGE OF HONG-
KONG, No. 1165.

A REGULAR MEETING of the above
Lodge will be held in the PRINCE-
STON'S HALL, Zetland Street, TO-DAY
(TUESDAY), the 16th inst., at 5 for 5.30 P.M.
precisely. Visiting Brethren are cordially
invited to attend.
Hongkong, 11th April, 1901.

NOTICE.
MR. C. P. CHATER invites the
OWNERS and AGENTS of LOTS on
the PRAYA fronting the Sea, situate in the
Wanchai District, from Arsenal Street to
Causeway Bay, to meet him at the Chamber of
Commerce Room in the City Hall, TO-
MORROW (WEDNESDAY), the 17th April
instant, at 3 P.M., to consider the proposals
embodied in his correspondence with the
Government recently published for a Reclama-
tion of the foreshore within the limits above
mentioned, and to pass a Resolution on the
subject.
Hongkong, 11th April, 1901.

NOTICE.
TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
JESSELTON for the NORTH BORNEO
GOVERNMENT, particulars of which may be
seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901.

THE ROBINSON PIANO CO., LIMITED.

Best Value in
PIANOS.
Monthly Payment System.
TUNING.
REPAIRS.
Our Specialty.
INSTRUMENTS.
STRINGS.
MUSIC.
Grand Stock reduced to Clear for Summer.
Hongkong, 14th March, 1901.

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.
No. 27, CAUSEWAY ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ence.
Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed.

History of Chinese Literature, by Giles \$3.50
The Sucker Minister's Wooing, by
Crockett 1.50

NEW STOCK.

KROPP RAZORS.
AYERS' CHAMPIONSHIP TENNIS
BALLS.
FORRESTER'S FAULTLESS TENNIS
BALLS.
TENNIS RACQUETS.
TENNIS NETS.
EGYPTIAN CIGARETTES.
INDIAN CIGARS.
FOOTBALLS.
BURY-COURT NOTE PAPER and
ENVELOPES.
23 & 25, Queen's Road, Hongkong.

PUBLIC COMPANIES

OLIVERS' FREEHOLD MINES,
LIMITED.

NOTICE.

THE FIFTH ANNUAL GENERAL
MEETING of SHAREHOLDERS of
the above Company will be held at the Re-
gistered Office of the Company 38 and 40
Queen's Road Central, THIS DAY
(TUESDAY), the 16th April, at Noon, for the
purpose of receiving the Report of the General
Managers, together with a Statement of
Accounts for the year ending 31st December,
1900.
The TRANSFER BOOKS of the Company
will be CLOSED from the 9th to the 15th
April, both days inclusive.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 16th April, 1901.

THE GREAT EASTERN AND CALE-
DONIAN GOLD MINING COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of
the above-named Company, will be held at
the Office of the General Managers, No. 34, Des
Vaux Road, Hongkong, on THURSDAY, the
18th day of April, at NOON, when the sub-
joined Resolution, which was passed at the
Extraordinary General Meeting of the Com-
pany held on the 3rd day of April, 1901, will
be submitted for confirmation as a Special
Resolution.
"That the Company be wound up voluntarily
and that MAX BENNECKE, the Business
Manager of the Company in New South
Wales, be and he is hereby appointed
Liquidator for the purpose of such
winding up."
By Order of the Board of Directors.
LUTGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 8th April, 1901.

LAUNCHES FOR SALE.

TWO are—Length, 62 feet over all; Breadth,
11 feet 6 inches; Depth, 6 feet 6 inches;
Compound Surface Condensing Engine, 8 inches
by 16 inches; Boiler, 6 by 7; Stroke, 12 inches;
Working Pressure, 125 lbs.
ONE is—Length, 67 feet over all; Breadth,
12 feet 6 inches; Depth, 6 feet 6 inches; Com-
pound Surface Condensing Engine, 9 inches
by 18 inches; Boiler, 6 by 7; Working Pressure,
125 lbs.
The above Three Launches were built in
Hongkong, October 1899, under the Superin-
tendence of Captain F. D. Goddard, Marine
Surveyor.
Plans and Specifications of the same can be
seen.
Please apply to—
TUNG TAI & CO.,
Engineers and Shipbuilders, &c.,
23, Praya East, Wanchai.
Hongkong, 15th April, 1901.

HOTEL "BOA VISTA" HOTEL, MACAO.

CHARMING HOTEL for TOURISTS to
Spend a few days in the Holy City.
Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HEUNGSHAN," Capt. W. E.
CLARKE, leaving Hongkong at 2 P.M., and
Macao at 8 A.M. Connection made at Macao
with Company's Steamer to and from Canton.
Cable Address—"Boavista."
CLARKE & CO.,
Proprietors.
For Terms, apply
MANAGER.

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GOLD MEDAL PARIS 1878 1889.
of Highest Quality
and having Greatest
Durability are there-
fore CHEAPEST.
The Only
Awarded
GILLOTT'S
PENS.
Numbars for every Banker.
Barrel Pens, 225, 220, 235
Slip Pens, 332, 909, 287, 106,
444, 7,000.
In Fine, Medium and Broad
Points.
THE NEW TURNED-UP POINT.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.
HOTEL CRAIGIEBURN.
PUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH.
THE CONNAUGHT HOTEL
A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and dis-
turbance of the City, and surrounded by a deli-
cious Garden, it is an ideal place of Resi-
dence. The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBOENE,
Proprietor.
Hongkong, 8th September, 1900.

HING KEE HOTEL.

(ESTABLISHED 1873)
MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" (1919)
THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.
THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
hold.
Call Flag W.
J. W. KEW,
Manager.
Hongkong, 18th December, 1900.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

Per doz. Case.

A.—THORNE'S BLEND... \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine 'Soda'

WHISKY of great age ... 10.80

C.—ARERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40

E.—WATSON'S SPECIALITY

VERY OLD LIQUEUR

SCOTCH WHISKY ... \$15.00

of superb quality and great

age. Pronounced by all

connoisseurs to be the BEST

BRAND in the FAR

EAST.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address Press—A.B.C. Code. P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th April, 1901

As was thought probable, the election by the ratepayers of two representatives to serve on the Sanitary Board yesterday resolved itself into a farce. Some fifteen gentlemen assembled at the City Hall at the stated hour, but no nominations were made. After an appeal to Dr. HARTIGAN to stand again and a brief but interesting discussion by Messrs. G. W. F. PLAYFAIR, J. W. NORTON KRAHZ, and R. C. WILCOX, who between them brought out the position of affairs very clearly, the meeting broke up. The ratepayers by their action no doubt wished to convey their sense of the absolute inutility of the Sanitary Board as at present constituted and controlled. It is in these circumstances very unfortunate that a larger and more representative body of ratepayers did not make a point of presenting themselves at the City Hall, for we fear that it will now be said that the fiasco was due simply to that fatal apathy which envelopes public affairs generally in Hongkong. It was most desirable, if a protest was to be made in this form, that it should be well backed by numbers, so as to avoid any such misunderstanding as now seems probable. The result, however, is in any case the same, that popular representation on the Sanitary Board is at an end. The Unofficial element is all but extinct; it will cause little wonder if shortly it should be altogether extinct. We shall be deprived of the pleasure of reading so much of the academic discussions in which the Sanitary Board has been wont to indulge. For the present, that appears to be all that is likely to happen. Time and the growth of a strong public opinion in Hongkong alone can modify the position.

The Report of the Food Supply Commission, signed by Messrs. E. JOSEPH, A. M. MARSHALL, F. MAITLAND, FONG WA CHUI, and Dr. W. HARTIGAN, which was published in the *Government Gazette* of Saturday last, is an interesting document, even if it brings nothing very startling to light. The reason for the extraordinary delay in the Report is set out in the letter of the above-mentioned gentlemen to Mr. FRANCIS K.C., and that of Mr. FRANCIS in reply, which we reprint to-day in another column, and there is no need for further comment. The Report being at last made public, nearly eleven months after the Commission was appointed, and little less than four months after it was forwarded to the Government, it remains to consider what the Commission has been able to discover on this very important question. The table of percentages of rise in the wholesale and retail prices of common articles in the course of five years fully bears out the universal complaints about the price of living, culminating in the petition presented to the Legislative Council on the 29th

March, 1900, by the Hon. T. H. WHITEHEAD on behalf of 152 ladies of this colony. The enormous rises in the price of fish, beef, mutton, eggs, poultry, rice, groundnut oil, and firewood are enough to make even those whose incomes is least likely to feel the hardship, pause and reflect what is to happen in the future. Europeans and natives of all races are effected by the rise, and as indications point to a continuance rather than an abatement of the trouble any steps which can be taken should receive the most earnest consideration of all concerned. It will have been seen that the Commission arrives at the conclusion that the main causes of this increase of prices have been, apart from "natural fluctuations of supply and demand," five in number, viz. (a) depreciation of silver; (b) increased cost of rice; (c) West River piracy; (d) increased rents; (e) enforcement of sanitary laws. The last item, it seems to us, is hardly clear, and the Commission vouchsafes no explanation. The enforcement of sanitary laws by checking overcrowding helps to send up rents; and regulations as to the slaughter of cattle and sale of food, by limiting the supply, heighten prices, which we take to be what the Report refers to. The other causes are plain enough. With regard to the price of rice, the evidence of Mr. A. W. BROWN before the Commission on the 23rd July may be read. Mr. BROWN said: "When the price of rice rises, the price of everything in China goes up. There is then less poultry and less pork in the country. It is a sort of extra tax on the people if they have got to pay more for their rice, and they won't keep the animals if they have got to buy rice for them." The Report goes on to allude to the effect of the increased naval and military forces in Hongkong and Manila, and then touches on another important point on which the Commission was able to throw no little light. We refer to the existence of a "ring" to keep up the price of meat. Anyone reading the accounts of the examination of TUNG WING and LEE SING last July will admit that the Commission does not put the case by any means too strongly in the sixth section of the Report. In his examination Mr. LADDS, Colonial Veterinary Surgeon, cautiously admitted having "heard sundry rumours of people who put up prices, and that several Europeans have been interested in the beef trade here." He had also "seen something in the papers about it, but never had any actual evidence." Such actual evidence is practically impossible to obtain, but the presumption, founded on other evidence before the Commission, leaves no doubt in the reader's mind as to the existence of this most serious evil, a combination to keep up prices.

It will be seen that the Commission admits its failure to elicit by means of its enquiries any practical remedies of real value, but its recommendations nevertheless deserve full attention. We have already written, more than once, on the necessity for increased market accommodation, and we are glad to see the Commission put this suggestion in the forefront of the programme. The recommendation to drive out the vendors of tinned food and such stores aims at the same object, and is prompted by commonsense. The suppression of piracy requires no support: its necessity has been recognised for years past. The fourth recommendation is also one which appeals to the sense of everyone in the colony. The new Praya Reclamation Scheme is a step in the desired direction, and when it is followed, as it must ultimately be, by adequate means of rapid communication with the centre of business, should have a notable effect. All further expansion will in the same way need to be accompanied by tram and ferry service, if it is to be of real use to the colony. The fifth and sixth recommendations are less important, but they will, we should imagine, arouse no opposition. It will be noted, however, that the Commission is of the opinion that the present market rents are not excessive, and have not contributed to the rise in prices. The last recommendation, which is contained in

the ninth, tenth, and eleventh sections of the Report, deals with the establishment of stock-breeding and vegetable growing in the New Territory, and is in a way the most important of all. For this reason we must postpone its consideration for another occasion, as it is impossible to do justice to it in a few lines. The New Territory, as it now is, is the colony's "white elephant," except from a political and strategical point of view. It brings in practically nothing in return for its cost to Hongkong, and for the non-official mind the slowness of its exploitation is inexplicable. Without denying that the Land Court and Police work is being done very thoroughly, we do not think that it is too early to consider such a scheme as the Commission put forward. The remarks of Mr. LADDS on the prospects of cattle-breeding in the New Territory (p. 47 of the Report) should be read. We shall, however, return to this subject in a future issue.

It is satisfactory that the time of the Food Supply Commission and the money devoted to it were not spent entirely in vain. The report is not an ambitious production, when we consider the months which elapsed between the appointment of the Commission, and the forwarding to the Government of the result of its labours. But at least it embodies concisely an amount of material calling for serious attention, and there is no doubt that some, if not all, the recommendations made must ultimately be adopted.

H.M.S. *Goliath* left yesterday for Shanghai, and the *Lizard* for Canton.

We are requested to state that Mrs. Gaeoigne's Thursday afternoon "At Home" will be discontinued until further notice.

A musketry camp will be formed at Stonecutter's to-day, when the Royal Welsh Fusiliers will commence their annual course of musketry for 1901.

During the 48 hours there were reported six fresh cases of plague, with five deaths (all Chinese), and three fresh cases of small-pox (two Chinese, one other Asiatic, with one death (Chinese)).

The return of visitors to the City Hall Library and Museum during last week shows that the former institution was visited by 303 non-Chinese and 181 Chinese, the latter by 140 non-Chinese and 1,014 Chinese.

The 3rd Madras Light Infantry paraded in marching order at Kowloon yesterday morning for inspection by the Major-General Commanding. The 5th Hyderabad Contingent will be inspected to-morrow.

The annual chess match by "cable," between America and the British Isles, will be contested this afternoon on Friday and Saturday, April 19 and 20. Baron Albert de Rothschild, of Vienna, has again consented to act as referee and adjudicator.

As we have already stated, the two days' Garrison Athletic Meeting will be held at the Happy Valley on Friday and Saturday, 19th and 20th inst., commencing at 2 p.m. each day. The impending departure of the Bengal Lancers and Remount Depot has rendered it necessary to strike them out of the mounted portion of the programme.

Mr. G. J. W. King yesterday afternoon offered for sale, at the office of the Public Works Department, one lot of Crown land, Inland Lot 1,635, situated at Tai Ping Shan, which has an area of 1,800 square feet, the annual rental being \$23. The upset price was \$7,200. There was only one bid of \$20, and the lot went to Yau Shui Chi (for Chun Tin Sun), 12, Gutzloff Street, for \$7,200.

Mr. W. F. Aldrich, the United States Vice Consul-General, has now received official confirmation of the appointment of Mr. William A. Rublee, one of the editors of the *Minneapolis Sentinel*, as Consul General at this port. Mr. Rublee is a passenger by the *a.s. China*, which is advertised to leave San Francisco to-morrow, and Mr. Aldrich will return to the United States by the same steamer on 25th May next.

A recent erection of a building for the risk-shaw coolies and their vehicles, referred to in our issue of Saturday, we are now enabled to state that the necessary plans have been prepared and will be at once submitted to the Government. The site chosen for the building is Marine Lot 205, and the area of the space set apart for coach-house accommodation is 4,082 square feet. There will be three floors to the building, each containing 2,294 square feet. The rear of the lot will be devoted to kitchens, bath-rooms, privies and wash-houses, and at the front there will be a spacious verandah. Mr. John Lemm of Queen's Road Central is the architect.

We have had several complaints from correspondents regarding the present irregularity in the water supply. One of our correspondents states that for the last two or three days, fearing that the water would be cut off suddenly, he has stored regularly each morning a supply to last for the day. The water was never turned off. Yesterday, relying on the heavy rains of last week, he did not store the usual supply. The water was suddenly turned off in the morning before 9 a.m., and the result was that he was left waterless. The last notification in the *Gazette* about the water supply was on the 6th inst., when it was specified, *inter alia*, that below Cause Road (just below which our correspondent resides) the supply of water would be turned on between 6 and 10 a.m. only. Apparently what happened was exactly the reverse.

Foreign engineers are reported to have started from Hankow for Kweichow to examine into the mineral resources of the province.

The appointment was notified at the Admiralty last month of Assistant Paymaster C. A. Underwood, to the *Tamar*, to date 14th March.

The Mother Superior of the Italian Convent begs to acknowledge the receipt of the following sums for the extension of the Convent:—Nicholas Post, Esq. ... \$200.00 C. Klingemann, Esq. (from Japan) 25.00

Japanese papers consider it probable that H.R.H. the Duke of York and Cornwall will pass through Japan on his way from Australia to Canada, but that he will decline all public receptions on account of the mourning for the late Queen.

The Tokyo correspondent of the *Manchester* reports that a section of Japanese politicians is advocating an alliance of Russia and Japan, as recently suggested in a Russian journal. They urge that Japan should abandon all opposition to the Russo-Chinese treaty regarding Manchuria, and concentrate her entire strength in Korea. Strange to say, the correspondent writes, Russia has given up her designs on Korea, and the politicians believe that Japanese policy will undergo a change shortly. This report must be taken with a good deal of reserve.

Fresh missionary troubles are reported from Kiangsi and Szechuen. Recently an American bought land at a place called Kianfu, Kiangsi, in order to build a chapel. The people rose up and hindered. The local official could not manage the affair, so the American telegraphed to his Minister, who told the Tsung-li Yamen. They ordered the Kiangsi officials to settle the case to the satisfaction of all. The Methodist Episcopal pastor has sent a man to arrange the affair. Another case has occurred at Ta Chienlu, Szechuen. A Roman Catholic chapel has been destroyed, and the priest driven out. The French Minister at Peking has been informed of the affair.

The directors of the British North Borneo Company have secured the money on their debenture issue of £200,000. The *L. & C. Express*, commenting on this, says:—"Apart from the money required for the railway, the other half will be available for other public works, which are much needed in the territory. Borneo is not blessed with the big tin deposits of the Malay States, but it is not void of other possibilities. Money is required, however, for their development, and no matter how energetic a governor or staff may be, it is that element which is required. A further million of dollars can probably be well used, and this sum is now available. Part of it we trust will be expended in assisting Chinese immigration; for population, and particularly such good contributors to revenue as Chinese usually are, is badly needed."

The trial trip of the steam launch *Matulin*, which has been built and engaged by the Yai Sing firm to the order of Mr. Luis R. Yancoo of Manila, took place on Sunday last. The launch is 80 feet long, and possesses a powerful engine for a vessel of her dimensions. The speed attained on the trial was 11 knots, steaming at 90 lbs. pressure. She has been built under the personal supervision of the owner's representative here, Mr. Jose Guimenez de Mijares, and will be used for towing purposes at Manila. She is fitted out with two cabins, one for the captain and the other for the chief engineer, and the engine-room is well protected from the elements. In all she is a smartly constructed craft, and will be taken down to Manila by a crew shortly expected from the Philippines. During the trip Mr. Guimenez was highly congratulated on the success which had attended his labours in the construction of such a neat and trim little craft.

In the lawn tennis match on Saturday afternoon between the Ladies Recreation Club and the Hongkong Cricket Club, the former won by sixteen games, the figures being—L.R.C., 84 games; H.K.C.C., 68 games. Yesterday's results in the various tournaments were as follows:—Championship—E. F. Mackay beat Clapham (6-2, 6-4, 6-2); A. Class Handicap—A. H. Hollingsworth, 15-2, beat E. J. Grist, oves 1/6 (6-2, 6-3); and Capt. Langhorne, oves 15-1, beat H. Humphreys, scratch (3-6, 6-3, 6-3); B. Class Handicap—J. Hooper, oves 15, beat F. J. Wild, scratch (6-2, 6-2); Doubles Handicap—E. G. Barrett and F. H. Yant, oves 2/6, beat F. P. Harold and E. Hanson, 3-6 (3-6, 6-3, 6-3); R. G. Gorrard and J. E. Lee, 15, beat F. H. Gresson and T. Forrest, scratch (6-2, 6-4); C. H. Gale and J. A. Jupp, scratch, beat W. T. Caulfield and A. C. Stevens, scratch (3-6, 3-6, 6-3); H. J. Gedge and Wei On, oves 2/6, beat J. B. Shettle and E. Butcher, scratch (3-6, 6-2).

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *König Albert* left Shanghai on Saturday, the 15th inst., at 3 p.m., and may be expected here to-morrow at daylight.

The P. M. steamer *City of Peking*, with mails, &c., from San Francisco to the 23rd March via Honolulu, has arrived at Yokohama, and left for this port this morning, via Inland Sea, Kobe, Nagasaki and Shanghai.

The M. M. steamer *Indus*, with the next French mail, left Singapore this morning, at 5 o'clock, for this port via Saigon.

The O. S. S. *Calcutta* left Singapore at noon on 14th inst., and is due in Hongkong on 19th inst.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the afternoon of the 13th inst.

The N. Y. K. steamer *Kanaga Maru* (Australian Line) left Manila for this port 14th inst., and is expected to arrive here on the 18th inst.

TELEGRAMS.

DAILY PRESS SERVICE.

(FROM OUR CORRESPONDENTS.)

SHANGHAI, 15th April, 8.20 p.m.

A NEW CAPITAL FOR CHINA.

The statement is confirmed on good authority that Hsiangyang, in Northern Hupeh, is to be the future capital of the Chinese Empire, in place of Peking.

GENERAL NEWS.

London, 14th April, 7.15 p.m.

HAGUE COURT OF ARBITRATION.

The Powers have notified that the Hague Court of Arbitration has been constituted, but China, Luxemburg, Mexico, and Turkey have not as yet signed the convention.

THE MARKETS.

The cotton markets are quiet, and the steel market at New York is an advance in prices is probable.

SANITARY BOARD ELECTION.

A FIASCO.

According to a notice published in the *Government Gazette*, and pursuant to the "Public Health Ordinance," Mr. W. Norton KRAHZ attended at the City Hall yesterday afternoon at 4 o'clock, as president of "an election by the ratepayers of the City of Hongkong to elect members to the Sanitary Board." The notice invited the ratepayers to take the poll between 4 and 6 p.m. Mr. D. Wood and Mr. Almeida a Castro attended as scrutineers.

The ratepayers present were G. C. Anderson, F. C. Collins, A. Cunningham, J. S. Hagen, Dr. Hartigan, E. Osborne, G. W. F. Playfair, T. H. Reid, E. Robinson, A. H. Skelton, W. M. Watson, Messrs. B. C. Wilcox and G. F. Williams.

On the stroke of the hour the President rose and said: "Gentlemen, I trust that some public-spirited gentlemen among you will allow themselves to be nominated. I am very pleased to see here some of the leading ratepayers of the Colony. I do hope that some one will be nominated. I know what time and labour it means to some of you, but notwithstanding that, I think we ought to do something during the time we are out here for the interests of the place. Perhaps Dr. Hartigan will allow himself to be nominated?"

There was no response for a moment or two, and the President again rose, saying: "Gentlemen, will you allow me to give you my experience, just to try and see if I can arouse some interest in such matters. I cannot do otherwise than with your permission, but I would like to stir up a little interest in this matter, if it were possible to do so. A Voice:—Yes, go on!"

The President: Well, gentlemen, when I first went to the Straits, our neighbouring Colony, in 1880, the apathy of the inhabitants with reference to Municipal matters was such that I know for a fact and it came under my notice at the time, that the Government of the Colony was at a loss to get the ratepayers to do anything. I believe, as far as my recollection will carry me, that it was not with the view of opposing the Government at all that this apathetic disposition was displayed, but it was simply because the leading inhabitants took no interest in the matter. And I am in a position to say that it was only when the leading members of the community, and the principal inhabitants and business men saw what the Government was leading them to, that they decided to take for the good of their local law giving them more powers, and I do not think that the powers given to them afterwards in any way repaid them for their apathy. Since then in Penang and Singapore I think you will find very few public-spirited men who have taken an interest in Municipal matters, and who have been at all willing to devote any time and attention to them. I do not wish to say anything against some of those who are at present on the Municipal Boards at Penang and Singapore. I think however that, although comparisons are odious, there are good many men of position and standing in that distant colony who would compare very favourably with those similarly situated here, with respect to their general apathetic attitude towards matters municipal. I am afraid that what I have said with reference to the Straits Settlements applies very much to Hongkong. I think we must take an interest in the place in which we live, and I hope that after the few words I have said upon the subject that you will allow yourselves to be nominated, and devote what time you can to the sanitary affairs of the Colony. 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MR. FRANCIS AND THE FOOD COMMISSION.

We give in our issue of yesterday the report of five members of the Food Supply Commission. The following is Mr. Francis's letter with regard to the delay in the report, to which we refer elsewhere.

Hongkong, 20th December, 1900.
Sir—I have, within the last hour, received from Messrs. Osborne, Marshall, Maitland, Fung Wah Chun, and Hartigan, members of the Food Supply Commission, of which I have the honour to be chairman, a copy of a report signed by them and sent in to you with a covering letter dated the 13th instant, of which they also sent me a copy. I received from them at the same time a joint letter addressed to myself, of which it appears they have also sent you a copy.

I have no objection to make to the report they have sent in to you on the subject-matter of the inquiry. It embodies in brief the conclusions at which we unanimously arrived. I should have had very much pleasure in signing it if they had asked me to do so.

I only wish to correct one trifling mistake in the last paragraph, which runs as follows:—“(12) We desire to state, in concluding, that the delay in the publication of the Food Commission report has been due to the inaction of the Commission, being unable to afford time for the presentation of the inquiry and the preparation of the report.”

There was no delay in the preparation of the report. The members were unable to sit for more than two days in the week for a couple of hours each day, and the taking of evidence was proceeding with all due diligence, and was completed in July last. The delay has been in the preparation of the draft report, and I regret to say that my time was so fully occupied with my own business that I could not get it completed in time to satisfy the impatience of my colleagues. I am unable myself to see that there was any very great urgency. I was preparing a very full and detailed report, two-thirds of which had been completed and approved by Mr. Marshall, to whom I sent it a short time ago, with a request that he would, as I was so full of work, do it for me, he being fully acquainted with the views and concurring in them.

Instead of doing so, a meeting of the other members of the Commission was held, to which I was not summoned, and the report prepared which has been sent you. I probably ought not to have accepted the appointment as a member or chairman of the Commission knowing how fully occupied I am in my profession at all times. If I have put the Government to any inconvenience by so doing I apologise to the Government and to the public.

I have the honour to be, Sir, Your most obedient servant,
JNO. J. FRANCIS.

The Honourable
The Colonial Secretary,
HONGKONG.

HONGKONG'S FINANCES.

The following are the Financial Statement for 1900 and the Assets and Liabilities of the Colony, as published in the Gazette.

FINANCIAL STATEMENT FOR 1900.	
LOAN ACCOUNT.	
To interest on loan at 5 per cent.	£ 341,799.15
Interest to be paid off on the 15th April, 1901	£ 341,799.15
By sinking fund	£ 341,799.15
ASSETS AND LIABILITIES.	
On 31st December, 1900.	
ASSETS.	£
Subsidiary taxes	963,000.00
Colony in transit	970,000.00
Arrears of taxes	96,332.14
Arrears of Crown rent	96,400.00
Arrears of land revenue, new territory	1,800.00
Arrears—miscellaneous	51,678.38
Advances	103.00
Unclaimed money	6,000.00
Profit, Money Order Office	881.21
Water account	598.72
Unclaimed account	598.72
Total assets	£ 2,126,488.49
LIABILITIES.	
Military contribution	£ 54,408.76
Contribution towards the cost of the 1900	439,470.00
Deposits not available	9,300.00
Rebates of taxes	10,567.13
Officers' remittances	25,548.87
Money order commission	7,300.00
Transfer charges, General Post Office	17,500.00
Civil pensions	14,200.00
Police pensions	22,240.00
Private pensions	34,776.40
Public works	9,500.00
Miscellaneous	328,383.33
Balance on account	21,100,785.09
Total liabilities	£ 2,126,488.49

* Not including \$10,415.83, value of silver at Mint.
Hongkong, 20th March, 1901.

POLICE COURT.

Monday, 15th April.

Before Mr. Hazelland.

A CHARGE THAT FAILED.
Duff, was charged with stealing a ten dollar bill on Saturday, belonging to Mr. Taylor, Victoria Dispensary, a passenger by the launch. The defendant denied the charge, and was discharged by Mr. J. Hays.

A missing party, it appears, was on board, and on coming out of the water the complainant missed his pocket, which contained the ten dollar bill. When the launch reached Blake Pier, P. O. Shepherd was called, and a search made. The note was found in a small tin box belonging to the defendant, who protested that it was his property.

His Worship dismissed the case on the ground that proof was not forthcoming that the note produced was the actual one stolen.

Before Mr. Kemp.

THE CHARGE AGAINST AN AMERICAN.
Thomas A. Campbell was brought up on remand from Friday, 12th inst., charged with the theft of \$175 worth of property from Peter Larsen, a ship's officer.
Inspector Gauld—The complainant in this case has left the colony, your worship.
His Worship—Then you don't intend to call any evidence?
Inspector Gauld—No, sir.
His Worship (to defendant)—You are discharged.

LIQUID FUEL.

ITS UTILITY AS A PROPPELLING POWER.

In continuation of our abridged report on the interesting paper read by Mr. John Lambert, the Superintendent Engineer of the Comopolitain Dock, at the Institute of Engineers and Shipbuilders on Saturday evening we give the following—

Another advantage derived from the use of liquid fuel on steamers was that trimming was altogether dispensed with, and that in heavy weather a steady head of steam could be maintained and in hot and close weather a steady head of steam could also be maintained, as the oil did not require a draught, as is the case with coal. With regard to the very material gain in the deadweight carrying capacity, and which must be a very great advantage of liquid fuel, an example was given in the case of a steamer with a consumption of say 20 tons of coal per day. A run from Colombo to Aden would require a stock of at least 250 tons of coal on board, but as many merchant steamers do not call at all coaling ports, a common practice was to coal at Suez Canal direct for Singapore, or say 23 days' steaming. A steamer therefore had to take a minimum of 500 tons of coal. It was stated that with liquid fuel the same steamer could take a sample supply with 500 tons, and the would therefore be able to carry at least 200 tons more cargo than under existing circumstances. In steamers of larger consumption the saving of course would be more material.

It was difficult to arrive at the exact saving in consumption by the use of liquid fuel, if any, and that was really what they had to consider as engineers from a scientific standpoint, more than the price of fuel. If properly used there should be a saving in quantity of consumption irrespective of price, and as Mr. (Lambert) kept personally that extremely large quantities of fuel were used by inefficient burners and wasteful manipulation of the regulating devices. That should be borne in mind before accepting ostentatious accurate figures. "Looking at the matter from a purely scientific point of view," Mr. Lambert continued, "certain trials which have been made seem to point to a material saving in the consumption, and that if any thing like that can be saved it must be a greater saving when applied to ships in the sea, the amount of fuel saved means additional freight. With liquid fuel there would be no fire tools to replace, or firebricks or floor-plates to renew, and the absence of smoke or dirt enables the ship to be kept cleaner. In mentioning the absence of smoke I have no doubt but that many will have noticed from some of the oil burning steamers visiting our port that at times there is quite the reverse of absence of smoke, but that is often caused in raising steam before the bridges and brickwork in the funnels have become heated.

To insure a perfect combustion it is necessary to have the brickwork incandescent. When the fire is burning as they should and perfect combustion is taking place there should be no absence of smoke and the brickwork should assume a white heat. If there is smoke there cannot be a complete combustion, which can readily be seen from an ordinary petroleum lamp.

Mr. Lambert then went on to consider the mode of carrying or storing the fuel on board ships, and the dangers in connection therewith. He said—"It is only but a few years since the carrying of petroleum in bulk was resorted to, and at that time it was considered most impracticable, and highly dangerous, and high wages and other considerations offered to engineers to sail in these ships, and I remember myself at the time very exaggeratedly about the first ships carrying bulk oil through the Canal, how anxiously all on board had to watch the temperature in the tanks whilst in the Red Sea, and the continual dread of the oil reaching such a temperature that they might be blown up at any moment. Now there is almost a continual stream of oil steamers coming through the Red Sea and the day of high wages and other inducements to men to sail in them has vanished. With ordinary care oil steamers are as safe as other ships and accidents are generalised by carelessness. With the carrying of liquid fuel there is much less danger. There is a difference of course in the kinds of oil used. Besides tar and other refuse from gunworks, there are three kinds of liquid fuel. Firstly, refined petroleum, which is scarcely used at all, and that was the kind with which there was, perhaps, the most danger, but the price of refined petroleum does not allow of its use. Then we have the crude petroleum, just as it comes out of the earth, which would be dangerous because it contains all the naphthas, benzenes and so on, very light and highly inflammable; but the crude oil in hot countries where the oil is usually found is to expose the crude oil in open tanks and let the sun evaporate the lighter carbons so that the resultants can be used with safety. Some wells or springs in Borneo, I believe, were found to contain so little petroleum that it did not pay to refine it, and that has been used as liquid fuel and is of such a high flash point as not to be at all dangerous. Crude petroleum varies considerably. They might get it as low as 30 or 40 degrees, or it might go up to 400 or 500 degrees. As regards the third kind (kerosene) exclusively used on the Chinese Sea, it is of a heavy treacle description and not at all dangerous.

Regarding the tanks themselves Mr. Lambert thought there should be no difficulty in well constructed ships having tight tanks, and not even a leaky rivet as ships constructed to carry oil in bulk have their tanks tested to more pressure than boilers were subjected to 50 years ago. First had taken place, but in all cases they were caused by faulty construction and neglect.

Regarding the various methods which had been adopted for burning liquid fuel, Mr. Lambert said they could be divided into the following three classes—

(1) Furnaces into which the oil is run or dropped and burnt without gasifying or spraying.
(2) Furnaces in which the oil is first wholly or partly gasified.
(3) Furnaces into which the oil is sprayed.

The first was the oldest form of burning oil, and was illustrated by the diagrams which had been prepared. The latest example of oil burning, coming under the head of this class was the arrangement on board the Russian steamship *Moscow*. "Through the courtesy of the owners of The Shell Transport and Trading Company, Ltd.," Mr. Lambert went on to say, "I am enabled to give a description of it as she is now running, but I am sorry not to be able to illustrate it on the board. In the *Moscow* the oil is stored in the ballast tanks, and in the cross bunkers forward of the stokehold. There is no service tank, properly speaking, the oil being drawn from the ballast tanks or cross bunkers by means of a small Worthington pump driven by the first instance) by steam from the donkey boiler. The donkey boiler is fired with coal. After leaving the tanks the oil passes through a filter: two filters are provided, but only one is in use at a time, the other being in reserve for use in the event of the first becoming blocked. These filters are small upright cylinders about 3 feet 6 inches by 6 inches, and take up hardly any space.

The oil can be turned into each filter by means of branch pipes and valves, so that a block in one filter does not entail the smallest delay or stoppage. After leaving the filter the oil passes through a heater, warmed by the live steam going through the pump, where it is raised to about 185 degrees F. in temperature. From the heater it passes through the pump, and thence to the burners.

The *Moscow* had two single ended boilers, three furnaces to each, and three burners in each furnace. The burners are arranged in a triangle in the centre of each furnace door, and about 6 in. apart. The burners are Korting's patent, are about 6 in. long, and the orifice of the nozzle is so small that the end of a good sized pin would hardly enter. The burners are all set parallel to each other and to the central line of the furnace. There is a cock on the pipes supplying the oil to the furnaces, and besides, each burner has its independent cock. Thus the burners of any furnace can be worked as a group of three, and opened or extinguished simultaneously, or they can be worked as single burners, and one, two, or three of them extinguished as required. This is of great advantage in getting up steam, as the heat can be applied gently at first, and increased as the furnace gets warmed up. It is obvious that three small burners, each of which can itself be regulated within certain limits, admit of a far more delicate adjustment of the heat than one large burner, as is used in other systems. The arrangement is also of great advantage when little steam is wanted, as when the steamer may have to proceed slowly, in a river, or in thick weather, one or two burners in each furnace can be turned off as required, thus saving fuel and steam. Besides regulation by the cocks, the amount of oil coming through the burners can be increased or reduced at will by pumping faster or slower.

On the *Moscow* they usually pump at from 25 to 30 lbs. pressure. Each burner passes through a hole in the furnace door but very slightly larger than itself, and the burners are lighted by introducing a flame through this hole as soon as they are turned on. The spray of heated oil catches at once.

Behind the furnace door there is a damper which opens by means of a screw handle on each side of the furnace door. The damper opens to the extent of about 6 inches, and is so constructed that it fits tight when closed. A slide closes the hole through which the oil spray passes, so that when the burners are put out and the boilers allowed to cool, the ingress of cold air is completely prevented, and the furnaces cool slowly, thus minimising the risk of damage by rapid contraction. By an arrangement of cylinders placed in the furnace, the heat entering the furnace can be heated to about the same temperature as the oil. This damper and cylinder arrangement I believe to be the patent of the superintending engineer of that steamship company. By means of the damper a amount of air entering the furnace can be regulated. Every means is taken to prevent the admission of cold air either while the burners are working or after they are extinguished. The furnace door is flanged, and its air-tight, being further secured by means of a layer of fire-clay placed round the edge of the door space before closing to light.

The bricking arrangement differs in this system to the arrangement of some in other systems. There are two bridges, the first is practically a wall closing the whole diameter of the furnace, with a circular hole exactly in the middle—some 15 in. behind this hole is another bridge or pillar, the exact construction of which I am unable to give, as it could only be seen from the front of the furnace through the hole in the first bridge.

The absence of a service tank containing more or less heated oil, fitted with gauges, glasses, etc., distinctly minimises the risk of fire in the stokehold.

One drawback of the system appears to be the consumption of fuel, which is decidedly high. The *Moscow* is 1,500 horse power, but is usually run at 1,200 horse power.

To develop this power she burns according to the engineer 18 tons per day, but this does not quite agree with his further statement that the consumption is .78 of a kilogramme per i. h. p. per day.

This I make equivalent to 21.1 tons per day. The engineer also stated that her consumption of the best Australian coal was .55 of a kilogramme per i. h. p. per hour. Which is to the 23 tons, a saving of 2 tons according to my figures, but a saving of 5 tons from the engineer's first statement.

She carries four engineers, and 14 engine-room hands, which includes men for working the dock winches.

Mr. Lambert concluded his paper by the following statements in connection with plate furnaces, and liquid fuel in use in the Colony:

In course of research I have come across some interesting statements in connection with plate furnaces which perhaps may be of interest. At Woolwich under ordinary circumstances, the armour plate bending furnace was lighted some four or five hours before the plate was put in, the time occupied in heating the plate for bending depended upon its thickness, one hour per inch being allowed. Taking a six-inch plate they got from ten to eleven hours from the time of starting till the plate was ready for bending. Let us now see what liquid fuel will do. The cold furnace was lighted, and after one hour it was found to be sufficiently heated, and a six-inch armour plate seven feet six inches by three feet was put in the furnace, and after one hour or one hour and a half it was ready for bending, thus in two hours and a half they had the work of ten or eleven hours completely and satisfactorily performed. Nor did the advantages of this system stop there. The plate was remarkably free from scale, which could only be accounted for by the absence of the deteriorating influence of the products of combustion in the ordinary furnace. This important feature was said to save 10s. per ton on the metal, which amount it would lose in deterioration under the ordinary mode of treatment. This method of supplying heat also offered another advantage: it could be applied to the whole or any part of the plate. Thus if a plate required to be bent at one end only, then the heat was directed to that part. Further the rate at which the metal was heated could be regulated to a nicety by increasing or diminishing the number of jets in use. I am not aware whether steam or compressed air was used, but I would suppose that if liquid fuel was used in a blacksmith's furnace for welding, that steam could not be used.

I have been using liquid fuel as it comes here from Borneo, in the 'Wells' lamps at the dock, which gives good results, and is a saving as compared with refined petroleum as formerly used. When the fuel oil comes too thick for use in these lamps and which it does sometimes, I have mixed it with a quantity of refined oil. I believe the same kind of lamps are in use at the Naval Yard extension here, and that the fuel-oil is also used there with success.

Within the last few days, I have had a liquid fuel stove for my use for trial and report, and I found it to work very well. A little trouble was experienced at first lighting up, but after the flame was going a little time, and the brickwork was heated up, it was all that could be desired. Petroleum oil was the fuel used, and compressed air the spraying medium. A number of 2 inch rivets were put into the forge, and were heated up very quickly. Sixteen 2 inch rivets were next put in and heated, and in five minutes the whole sixteen were hot enough for use. They were removed from the forge, and remained at that temperature and remain at that. There seemed to be no possibility of getting the rivet too hot and pieces of molten metal dropping off, as is often the case with rivets which are heated in a coal fire, when the rivets have been allowed to remain too long and get neglected. A much larger number of rivets can be heated in this forge than with the ordinary rivet forge. The brickwork was quite incandescent, no smoke, and the flame was very clear and bright, quite a white heat.

In conclusion I must express my indebtedness for a good deal of matter contained in this paper to Messrs. Samuel Samuels, Holden, Wallis, Orde, Russell and Eccles and others, and I trust that my efforts have been the means of explaining the methods used in burning liquid fuels and the apparatus pertaining thereto.

The Chairman said they had all listened with very great interest to Mr. Lambert's paper. There were several good remarks in it, not only in reference to liquid fuel for boilers, but in burning it for other purposes, and he was sure Mr. Lambert had struck a very good note in bringing it before them that evening. He had not the least doubt but that many of the thinking engineers would take the paper to heart, and endeavour to make good use of it. If there were any members present who would like to say anything on the subject they would be glad to hear it.

After a pause, Mr. Lambert said he believed there were one or two engineers in the room who, though they were not then using liquid fuel, have been doing so, and their opinions would be valuable.

The Chairman remarked that the discussion was not confined to members of the Institution. If there were any visitors present, who had anything to say on the subject they were at liberty to express their views.

Mr. Soppet said he had been running with liquid fuel for the past 18 months, and found that it was very beneficial compared with coal with regard to cleanliness and saving of labour. Of course there was the question of water, and he thought with vessels constructed for it he did not see why it should not be universally adopted. With ordinary care and attention liquid fuel should supersede coal. He could not find any fault at all with what had been stated that evening. (Hear, hear, and applause.)

Mr. Stirling, Mr. Andrews, Mr. Murphy and Mr. Kirkwood expressed their interest, their remarks being principally as to the construction of the bridges referred to in the paper.

Mr. Kirkwood said it was a subject about which a great deal could be said, but as far as the discussion had gone that evening, having had been said about the economy of it. He had been looking at the technical papers which had lately arrived from home, and had found that the subject was drawing a great deal of attention, and as far as steamers were concerned the question was one of economy. It seemed to be settled among the profession that it was not safe to use the oil with anything else but steam in some form or other; that was to say, the oil must be vaporized before it was used, or allowed to escape. They had tried compressing it in various forms, and tried to mix it with water, but with very little success, and up to the present the great difficulty had been the quantity of water required to use it on board steamships. He thought he was correct in stating that two steamers which were out here on the coast had given it up for that sole reason, that it cost them more to keep up the fresh water supply than the difference between the cost of oil and the cost of coal. (Hear, hear.) Then there was another point which concerned the members of the Institution in this part of the world. If this would not be allowed to escape, of this kind in the hands of the native firemen, or at least it would not do to trust them entirely, and it would hardly be fair to ask the engineer to keep his watch in the stokehold. There were one or two points which struck him in the discussion as being worthy of notice, and he would like to ask some of his American friends who were present to tell them of the experience of Admiral Melville of the United States Navy as to the trials which had been going on recently. They must be very interesting. (Hear, hear.)

Mr. Smith, the chief engineer of the U.S.S. *Concord*, said he had taken a great deal of interest in the matter. He was sorry to say he had not studied up the subject much. He however gave his opinion that the liquid fuel was frequently used in the merchantmen and men-of-war. The results of the Navy Department's labour had not been made known, therefore he was unable to throw any additional light upon them. They had not got so far as to authorise the oil in use on torpedo boats, but if the funnels on those boats became dirty they simply put a little oil on the top of the fire, which burned sufficiently to take the heat out of danger.

Capt. Anderson said there was no doubt great credit was due to Mr. Lambert for the able paper he had read, and he trusted it would be the means of eliciting more attention to the subject in the future. He had been looking into the question of liquid fuel for the purpose of finding out the reason of the non-adoption of liquid fuel by British shipowners in face of the very great use made of it by Russians in the Caspian Sea. So far as he had been able to find out it seemed to him the question of supply had not been served. The question was whether they could get supply for their vessels. Another reason was whether they could keep up the price. As far as he could ascertain the cost per ton of liquid fuel was twice the cost of coal. Messrs. Armstrong and Whitworth had made experiments with liquid fuel with beneficial results. He referred to Kitson's light, which he said would affect the lighting by and by. (Hear, hear.)

Mr. Kirkwood went back to 1871 to show what was done with the second launch which was upon the waters of the Harbour in the matter of coal fire. As soon as they found use for it up went the price.

The Chairman in conclusion said that after what they had heard he must say that Mr. Kirkwood had struck the right note when he spoke of economy in burning the liquid fuel. In these days when the first thing to be thought of was economy in running a steamer, it was necessary to consider what fuel or class of boiler it was best to use. He suggested the discussion be postponed for a fortnight.

This was agreed to and a vote of thanks to Mr. Lambert and to the Chairman brought the proceedings to a close.

THE CHINA LEAGUE.

The secretaries of the principal chambers of commerce of the United Kingdom were entertained at luncheon on the 13th ult. by the China League at the Hotel Metropole. Mr. Yerburgh, M. P. (president) occupied the chair.

The Chairman in proposing "Our Guests," observed that the chambers of commerce represented the interests of our great trading industries in whose vigorous life the welfare of the country and of the Empire depended. There had been an idea prevalent among the commercial community that the league consisted of a body of jingoes who wished to add to the responsibilities of the British Empire, which were already almost too heavy. That had prevented people here and there from joining them, and so he was anxious to dissipate any such impression. Their motto was "China for the Chinese, and the trade of China for all the world." Let the nations of the earth strive for the trade of China by friendly competition, and he was sure they were all willing that the best man should win. Given fair play, he believed that the Britisher would win. They hoped to gather into the ranks of the league those with special knowledge of Far Eastern affairs, and to be able, with the help of such experts, to furnish chambers of commerce with information which would be of value to them as affecting the various interests which they represented. They also had the advantage of having associated with league members of Parliament like Mr. Walton, who had approached the question with an intelligent appreciation of the issues involved, and had put before the country the result of his experience. It was obvious that with such gentlemen in their ranks the league stood in a strong position to give the advice which chambers of commerce at one time or another might need, and they would also have the benefit of being represented in the House of Commons by men who had made a special study of the subject. He hoped that the great chambers of commerce would see their way to give the league their support, without which, he confessed, they could not do the work to which they had set their hand.

Mr. Helm (secretary of the Manchester Chamber), in responding, said he believed that the chambers of commerce were more than ready to respond to the chairman's appeal. He was of opinion that the movement would spread, and one ground on which he based his expectation of the success of the league was that it had nothing to do with party politics or anything to divert attention from its main object.

Mr. Kenrie Murray (secretary to the London Chamber) also responded. He said that they had not been satisfied in the past with the attention that the House of Commons had given to commercial questions. Efforts had been made to bring about a better state of things, and there were hopes that the position would improve.

Mr. Watson (secretary of the Blackburn Chamber) submitted the toast of "The China League."

Mr. Walton, M.P., in responding, wished to make it clear that this league was founded without the slightest feeling of antagonism towards the older institution known as the China Association. It was felt that, in addition to the excellent work which had been done by that association, there was, at the present time, when other nations seemed to be making more vigorous efforts than ever to secure the trade of the Far East, and especially in view of the crisis in China, need for a more active propaganda to be adopted. By means of educational work they hoped to excite greater interest in upholding commercial position in China. It was unfortunate that the war in South Africa had resulted in this country not being able to exercise a more powerful influence in connection with recent Chinese affairs. It must not be forgotten that we had opened China to trade and did more trade with China than all the other nations put together. Germany, the United States, and Japan were seeking to out us from the position of commercial supremacy which we had enjoyed, and it was with a view to creating interest in this question on the part of employer and employed alike that the league sought the co-operation of the chambers of commerce throughout the country.

Captain Percy Smith, who went through the sieges of the Legations at Peking, afterwards narrated his experiences and bore testimony to the confidence which Sir Claude MacDonald inspired in Britishers and foreigners alike during that trying period.

EXPORT CARGO.

Per steamer *Stentor*, sailed on the 2nd Apr. For London:—592 half chests tea from Amoy, 1,159 bales hemp, 100 bales fustians, 50 bales W. silk, 49 bales canvas, 632 rolls matting, 260 cases preserves, 100 cases P. L. fans, 100 cases gallinets, 70 cases Chinaware, 59 cases cigars, 25 cases blackwoodware, 29 cases bambooware, 10 cases eggals, 5 cases curries, 36 pigs. P. effects, 40 pigs. sundries. For London opt. Manchester:—120 bales waste silk. For London opt. Glasgow:—100 cases ginger. For London opt. Hamburg:—55 bales canvas. For Glasgow:—7 cases curries, 3 pigs. blackwoodware, 2 pigs. samples. For Hamburg:—4 cases shell.

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Hongkong, 10th April, 1901.

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[123—2]

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NEW ADVERTISEMENTS

NOTICE

TWO DAYS' GARRISON ATHLETIC MEETING will be held at the HAPPY VALLEY, on FRIDAY and SATURDAY, the 10th and 20th April, commencing at 2 P.M. each day. The Committee regret that the impending departure of the Bengal Lancers and Remount Depot have rendered it necessary to strike them out of the Mounted portion of the Programme.
Hongkong, 16th April, 1901. [1029]

NOTICE

MRS. GASCOIGNE'S THURSDAY AFTERNOON "AT HOMES" will be discontinued until further notice.
Hongkong, 16th April, 1901. [1030]

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A FINE CONSignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.
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Hongkong, 16th April, 1901. [1036]

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THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 15th April, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, &c.
Comprising:—
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OVERMANTELS, PICTURES, BOOKS, COOKERY, GLASS and PLATED WARE.
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THE YANGTSE VALLEY SYNDICATE, LIMITED (IN LIQUIDATION).

IN the matter of the Companies Acts 1862 to 1890, and in the matter of the Upper Yangtse Syndicate, Limited, and the Yangtse Valley Syndicate, Limited.
The above two Syndicates having agreed to amalgamate, a new Company has been registered for the purpose under the name of the Yangtse Valley Company, Limited, which acquires the assets and adopts the obligations of both Syndicates. To comply with English Law it is necessary to give the following formal notice to creditors:—
NOTICE IS HEREBY GIVEN that the creditors of the above named Syndicates are required on or before the 31st day of July, 1901, to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors, if any, to the Liquidator of the respective Syndicates, and if so required by notice in writing from the said Liquidator are to be their Solicitors to come in and prove their debts and claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.
Dated this seventh day of March, 1901.
E. ELTHAM JOHNSON, Liquidator.
THE UPPER YANGTSE SYNDICATE, LD., 110, Canton Street, London, E.C.;
G. G. WALKER, Liquidator.
THE YANGTSE VALLEY SYNDICATE, LD., 19, St. Swithin's Lane, London, E.C.
We concur in the statement preceding the above notice.
For the YANGTSE VALLEY CO. LD., THOS. GILBERT, Secretary.
[1032]

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"TRIESTE" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 20th April, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th of April will be subject to rent.
Bills of Lading will be countersigned by RANDB. WILDER & CO., Agents.
Hongkong, 15th April, 1901. [6]

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Hongkong, 15th April, 1901. [6]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES."
Captain Robson, will be despatched for the above port TO-DAY, the 16th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPEAUX & CO., General Managers.
Hongkong, 15th April, 1901. [1024]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILONG."
Captain Bathurst, will be despatched for the above port TO-DAY, the 16th inst., at 4 P.M. For Freight or Passage, apply to DOUGLAS LAPEAUX & CO., General Managers.
Hongkong, 16th April, 1901. [1025]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI AND HANKOW.

THE Steamship

"SUEVIA."
Captain Wagner, will be despatched for the above port TO-DAY, the 16th inst., at 5 P.M. This Steamer has superior accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess. For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 16th April, 1901. [1035]

INDO-CHINA STEAM-NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched for the above port TO-DAY, the 16th inst., at 4 P.M. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 15th April, 1901. [1023]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"INDUS."
Captain Riquier, will be despatched for the above port on or about MONDAY NEXT, the 22nd inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 15th April, 1901. [2]

FOR SHANGHAI.

THE Steamship

"ELITA NOSSACK."
Captain Bruhn, will be despatched for the above port on TUESDAY, the 16th inst., at 4 P.M. For Freight, apply to EAST ASIATIC TRADING CO., LD., Agents.
Hongkong, 15th April, 1901. [1026]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queen's Land Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
Captain McArthur, will be despatched for the above port on THURSDAY, the 5th of May, at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 15th April, 1901. [1027]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA."
Captain Wagner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. the 15th instant.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 3 P.M.
No Fire Insurance will be effected.
SIEMSEN & CO., Agents.
Hongkong, 15th April, 1901. [1034]

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LD., Agents.
Hongkong, 15th April, 1901. [11]

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DODWELL & CO., LD., Agents.
Hongkong, 15th April, 1901. [11]

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGHT.

Representative—Mr. ALLAN HAMILTON.

TO-NIGHT (TUESDAY), APRIL 16th.

THE BROUGH COMEDY CO.

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HONGKONG BUSINESS DIRECTORY

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite. Estimates given.

CHEMISTS, DRUGGISTS, &c.
THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class As-
sorted Waters, Dealers in Photographs,
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN
A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Furniture, Bedsteads, and Accessories.
17, Queen's Road Central.

JEWELLER
MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Queen's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS
A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c. "Lee House Street."

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, &c. Devel-
opment Works. Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST.
Portrait and Group Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs. No. 84, Queen's
Road Central.

H. YERA.
Japanese Photographer, 14, Boncousfield
Avenue, Queen's Road Cl. also Waichai.
Amateurs' Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipbuilders, Sail-
makers, Provision and Coal Merchants,
Praya Central next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandeliers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipbuilders, Sailmakers, Hardware,
Engineers, Tools, Brass and Iron Mar-
chandise, 144, Des Vaux Road.

MORE & SEIMUND.
43 and 45, Des Vaux Road. Shipbuilders,
Sailmakers, Biggers, Commission Agents
and General Storekeepers. Sole Agents
for Shipowners' Commission (Grey-
hound, "Brand") and "Bundell,
Spence & Co's Commission."

TAILORS

R. HAUGHTON & CO.
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos."
Importer of the Best Manila Cigars; 25,
Fountain Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

OBERON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES. SIEMSEN & CO.
Hongkong, 14th February, 1901. [50]

YEE SANG & CO.
COAL MERCHANTS.
have always on hand
LARGE STOCKS OF EVERY descrip-
TION OF COAL.
Address—Care of Messrs. Kwong Sang & Co.
No. 144, DES VAUX ROAD. [583]

DAVID CORSE & SON'S
NAVY BOILER
LONG FLAX
RELLANCE CROWN
TARPAULING
TARPAULING, KARRER & CO.
[3190]

PORTLAND CEMENT
J. E. WHITE & BROS
SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [760]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish, at the lowest prices, all kinds of
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHIN-
ISTS' SMALL TOOLS, BUILDERS'
HARDWARE, &c.
Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.
BEUTER, BROCKELMANN & CO.
Hongkong, 3rd December, 1899. [125]

TO LET.

WITH IMMEDIATE POSSESSION.
No. 9, SEYMOUR ROAD.
Apply to—
S. B.
Care of Daily Press Office.
Hongkong, 14th March, 1901. [740]

HOUSE at MOUNT KELLET SPUR,
now in occupation of H. MATHERSON
BROWN, Esq.
Apply to—
Linstead & Davis.
Hongkong, 27th March, 1901. [876]

TO LET.
No. 45, ELGIN STREET, a SIX-
ROOMED HOUSE. Immediate posses-
sion.
Apply at—
No. 43, ELGIN STREET.
Hongkong, 11th April, 1901. [980]

TWO very spacious and well ventilated
TWO-STORY EUROPEAN RES-
IDENCES with GARDENS and TENNIS
LAWNS, each containing 6 ROOMS, BATH-
ROOMS and OUTHOUSES, in MACDONNELL
ROAD, on Inland Lot No. 1,509.
Apply to—
TANG LAP TING,
No. 18, Queen Street, Hongkong,
or to
MOK MAN CHEUNG,
Butterfield & Swire.
Hongkong, 19th March, 1901. [792]

HOUSE, No. 3, SEYMOUR ROAD, now
occupied by E. JONES, Esq. 3 Storied
European Residence, containing 6 ROOMS
and commanding a good View of the Harbour.
Apply to—
DARTLY & CO.,
Agents,
19, Queen's Road Central.
Hongkong, 10th April, 1901. [980]

TO LET.
A VERY spacious and well-ventilated
EUROPEAN HOUSE with a GARDEN
and TENNIS LAWN, No. 37, ROBINSON
ROAD, known as "FERNSIDE," containing
6 Rooms, Bath Room and OUTHOUSES.
Possession from 1st June, 1901.
Apply to—
TAM TSE KONG,
42, Bonham Strand West.
Hongkong, 13th April, 1901. [1608]

TWO SPACIOUS GODOWNS with
UPPER FLOORS for Dry Goods, Nos. 1
and 2, facing the Sea, and situated at Bel-
con's Bay on M. Lot 243.
Apply to—
JOSEPH & CO.,
1, Duddell Street.
Hongkong, 26th March, 1901. [865]

"MEIRION S." the PEAK, a FIVE-
ROOMED HOUSE, Completely
Furnished, from 1st May till 31st August.
Apply to—
PAUL BREWITT,
Care of DARTLY & Co.,
19, Queen's Road.
Hongkong, 15th April, 1901. [1018]

OFFICES TO LET.
2ND FLOORS of Nos. 62A and 64,
and GROUND FLOOR No. 68,
QUEEN'S ROAD CENTRAL.
Apply to—
ON CHAI & CO.,
2nd Floor No. 52, Gage Street.
Hongkong, 16th January, 1901. [324]

TO LET.
A HOUSE in RYON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
Hongkong, 18th March, 1901. [66]

"STILLINGFLEET," PEAK ROAD.
6 ROOMED HOUSE from 1st May.
Apply to—
ARRATTON V. APCAR & CO.,
Hongkong, 14th March, 1901. [741]

TO LET.
NOS. 2 & 5, RICHMOND TERRACE—
Immediate Possession.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd April, 1901. [612]

COMMODIOUS GODOWN on First Floor
in Duddell Street.
Also,
FURNISHED, The EYRIE, a spacious
and grandly situated bungalow at Peak.
For Particulars, apply to—
R. C. WILCOX,
8, Boncousfield Arcade.
Hongkong, 3rd April, 1901. [833]

TO LET.
POSSESSION APRIL 1st.
No. 1, STEWART TERRACE.
Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [661]

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD."
21, CAINE LANE.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1899.

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERTAN."
Beach Road, West.
FENCROWE, SUFFOLK,
England.
Hongkong, 28th August, 1900. [73]

WOMAN'S WORLD.
DOM STIC AND SOCIAL.

BY EMINENT WOMEN WRITERS.
[COPYRIGHT.]

THE DUTIES OF MOTHERHOOD.
BY
Mrs. ADA S. BALLIN,
Editor of "Baby: The Mother's Magazine,"
and of "Womanhood."

Opponents of woman's progress are apt to
contend that with the so-called emancipation
of women from the former condition of house-
hold drudge and entire dependency on her
"lord and master," the duties of motherhood
are apt to be neglected, and that women who
in bygone years would have been the devoted
slaves of their little ones now either remain
childless, have fewer children, or hand the care
of these children over to strangers. Although
this may be true, if true it is, I think, only so
in a very limited number of cases, for as long
as human nature remains as it now is, the joy
and privilege of maternity must appeal to the
majority of women, and I am convinced that
not only do the women of to-day take mother-
hood more seriously and feel more impressed
by their responsibility than they did in former
years, but that the superior education of the
woman of to-day, and the activity of her mental
life is direct benefit to the children. The devoted
slave of former years may have sacrificed every
other pleasure in life to the care of her children,
and yet that care being untempered by judg-
ment and not based upon a knowledge of infant
necessities, was, I think, of less value to the
children than the intelligent culture now be-
stowed upon them. Women may and do have
fewer children than in former years, but among
those of the middle and upper classes there are
fewer deaths, less disease, fewer deformities, and
a vastly improved general condition of health.
Now, as in all ages, the baby brings love with it,
but although love may possibly perform mira-
cles it cannot give knowledge, nor save the little
one from sickness, sorrow, and death, which such
knowledge may avert. Those women who bene-
fit by the higher education, have acquired a cer-
tain habit of intelligent thought, of concentrat-
ing their attention on the duties in hand, and of
carefully considering what is best to be done.
They would not, like the young mother of a
former age, fly to so-called "experienced nurses,"
whose knowledge is very often of a far more
harmful than a beneficial kind, or to equally un-
trustworthy friends for advice, and then follow
it blindly; but they would rely upon their own
judgment sufficiently to adopt advice if it seemed
reasonable, or, if not, to reject it.

Take a case in point. A young mother of the
educated classes who had engaged an expensive
monthly nurse and a doctor of good repute, left
the care of her new-born infant, while she her-
self was ill, entirely to them. The child was
born healthy and in capital condition, but at the
end of the month, it had lost severely in weight,
and ran a good chance of dying from in-
digestion, when the mother sent for me in
a hurry to see what was the matter.
What I found was this: the nurse had
been giving the bottle too hot, which had
set up catarrh of the stomach, and had been
giving milk almost undiluted, which would be
enough to disorder any ordinary infant's diges-
tion. The doctor knowing such a supposed ex-
cellent nurse had been engaged, had evidently
not troubled himself about the matter at all. As
soon as the mother was well enough to dis-
pose with the nurse, the baby was put on artificial
human milk, and with care and attention has
grown up to be a fine little fellow. This only
shows how unwise it is for a mother to trust to
anyone, even those whom she has been taught to
think are fitted by education to take better care
of her child than herself. It is the mother's
duty to study exactly what the infant requires,
and the best method of supplying all its wants.

I cannot urge mothers too strongly to be
cautious as to those to whom they entrust the
care of their children even indoors, and much
more so out of doors. Most nurses come from
a class who are prodigal of infant life, and who
think that the mere fact of having had children,
quite independently of whether they have lived
or died through ignorance, is sufficient to give
them claims to the respect of a young mother.
One day in an omnibus, an elderly woman
informed me that the baby she was nursing
was her fortieth grandchild. "Nineteen living,"
she said, "twenty-one we've buried. One of
my daughters had thirteen, and buried eight."
As she was getting out of the bus, she let
the child's head hang over her arm, so that the
last jerk would have dislocated its neck. "Mind
his head!" I cried. "Oh, talk to me," she in-
dignantly said, "with my experience!" Yet her
experience had buried more than half the
children experimented on.

Parents should never forget the immense
responsibility conferred upon them by having
brought children into the world. There are
many who either tolerate children as a necessary
evil, or treat them as playthings formed for their
special amusement, rather than as rational hu-
man beings who are affected from the very first
for good or evil by their surroundings. Parents
of considerable intelligence, who might manage
the early life of their children extremely well if
they would devote more attention to it, too often
fall into the mistake of thinking that it will be
soon enough to look after them when they are
a little older, and saying, "You cannot do
anything with babies," they leave them to
the charge of servants. Yet it is the earliest
impressions that are of the most importance
as regards the future of the child: for from
birth to the age of seven years, the growth
and development of all the functions of
the body and mind are immensely more
rapid, so that care required during this period
is immensely greater than at any other time.

Education, both mental and physical, should
begin from birth. Not only can the senses be
trained from the very first, but inherited
evils of temper, &c., ought to be watched for
and checked as they arise. Charles Darwin,
who made a very careful study of the growth
and development of his child, showed that dur-
ing the first seven days only such reflex actions
as yawning, stretching, and screaming were per-
formed, but on the seventh, the mind was
beginning to be reflective and to react on the
body, for when the naked sole of the baby's foot
was touched with a piece of paper, baby jerked
it away and curled its toes. At this time a
warm hand applied to the baby's face ex-
cited a wish to suck. Even as early as
during the first fortnight the child would
start on hearing a sudden sound, and blink
his eyes. Once, when the baby was sixty-
six days old, his father sneezed, whereupon
the child started violently, frowned, looked
frightened, and cried rather badly, being for
an hour afterwards in a nervous state. A few
days before he had started at an object suddenly
seen. This shows how early children become
susceptible to their surroundings, and incident-
ally that great care should be taken not to
startle them by sudden sights and sounds at a
time when they may already tend to set up a
habit of nervousness. The passion of anger is
early seen in young children. In Darwin's
baby it showed itself at four months old, and
when a little over seven months he screamed
with rage because a lemon slipped away and he
could not reach it with his hands. At eleven
months old, it was a wailing plying given to
him he would push it away and beat it.

For the proper training of children watch-
fulness and knowledge are constantly required.
Broad general rules of life apply to all children
alike, but even in such elementary matters as
feeding, infants require special study, and food
that may suit one child admirably might as
surely bring another to its grave. Each has
physical peculiarities needing study and care,
and each child has intellectual qualities and
aptitudes which also need to be taken specially
into consideration. No system of education,
either physical or intellectual, can be complete,
which treats all children as if each were a
counterpart of the other. Under such a system,
the weak ones are constantly overstrained, while
the strong ones cannot attain their fullest
power. For this reason, stereotyped education
in schools is not the best means of cultivating
the highest talents. A curious thing was
pointed out to me the other day by a
graphologist, the truth of which was of
course, evident when I began to think about it.
It was that in endeavouring to study the charac-
ter from the handwriting of those who have
been educated under the School Board, there is
so great resemblance that individuality seems to
have been stamped out, and when she said that,
I remembered a remark once made by a great
statesman on the same subject, that the School
Board was a vast machine for crushing all kinds
and shapes of children's brains into one mould.
While the broad lines of education must of
necessity be the same for all, we should beware
of any tendency to check individuality and, by
so doing, produce a stereotyped individual un-
likely to rise to any kind of pre-eminence.

If the mother educates the child, it may
equally truly be said that the child educates the
mother, and let the woman candidly acknow-
ledge that whether she be an ordinary woman
of the world, or one of the advanced type that
modern education gives, motherhood is the
crown of a woman's life.

NOW READY.

FROM
PORTSMOUTH
TO
PEKING
VIA
LADYSMITH

WITH A NAVAL BRIGADE
ILLUSTRATED WITH FOUR MAPS.

CONTENTS—
From England to the Cape, and Crossing the
Line—The Naval Brigade in South Africa
(Boer War, 1899-1900)—Off to the Front
(Colombo)—Spion Kop—Vaal Krantz—
Final Operations and Relief of Ladysmith
—From the Cape to China—Naval Brigade
in North China with the Allied Forces—
To the Relief of Peking—Summary of
Siege—Appendix.

On Sale at
"DAILY PRESS" OFFICE, LOCAL BOOK-
SELLERS, SOLDIERS' CLUB, SOLDIERS'
and SAILORS' HOME, ROYAL
NAVAL CANTINE.

Price \$1 per Copy Paper Covers; \$1.50 in
Boards.
Hongkong, 18th March, 1901. [782]

BANQUE DE LINDO CHINE.
WHEREAS the following UN-ISSUED
NOTES have been STOLEN from
the Premises of the BANQUE DE LINDO
CHINE and which said Notes are expressed on
the face thereof to be payable at the Branch
Office of the said Banque in Saigon, the num-
bers of which said Notes are as follows:—
Series V 491 to 1,000 of \$1 (One dollar) each
Series Z 491 to 1,000 of \$1 (One dollar) each
The Public are hereby CAUTIONED
against purchasing or dealing in any way with
such Notes, as the Banque De Lindo Chine
accepts no liability for the same.
By Order of the Chief Manager in Saigon.
For the BANQUE DE LINDO CHINE.
L. BERINDOAGUE,
Acting Manager.
Hongkong, 26th February, 1901. [601]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [78]

NOTICES OF FIRMS

NOTICE.
MR. J. WACKER and Mr. L. GLISS-
MANN have been Authorized to Sign
our Firm by PROCUATION from this date.
CARLOWITZ & CO.
Hongkong & Canton,
11th April, 1901. [997]

NOTICE.
WE have This Day Authorized Mr.
PAUL BREWITT to Sign our
Firm by PROCUATION.
DARTLY & CO.
Hongkong, 10th April, 1901. [979]

NOTICE.
DURING the Absence of our Mr. E. W.
MITCHELL from the Colony, Mr.
EDMUND GUMPERT will take CHARGE
of this Branch of our Firm.
CALDBECK, MACGREGOR & CO.
Hongkong, 25th March, 1901. [846]

WANTED—A SEWING MACHINE
(Chain Stitch). WILCOX & GRACE
preferred.
Apply—
MACHINE.
Care of Office of this Paper.
Hongkong, 12th April, 1901. [999]

WANTED.
EUROPEAN NURSEMAID.
Apply to—
"H."
Care of Daily Press Office.
Hongkong, 5th April, 1901. [957]

WANTED.
DULY QUALIFIED SURGEON for a
Coasting Steamer carrying Native
Passengers.
Applications, stating terms, &c., to be
addressed to—
"SURGEON."
Care of Daily Press Office.
Hongkong, 6th March, 1901. [657]

REQUIRED by a First Class Mercantile
House in Hongkong, an Experienced
Man of Business to act as COMPRADORE.
The Highest References required. No one need
apply unless he is prepared to give substantial
security in the sum of \$100,000. Apply in
writing to—
Messrs. JOHNSON, STOKES & MASTER,
12, Queen's Road Central.
Hongkong, 16th February, 1901. [517]

LARGE GODOWN WANTED for
STORAGE OF COAL.
State situation, size, rent, to—
E. L.
Care of Office of this Paper.
Hongkong, 14th February, 1901. [509]

WANTED.
BY a YOUNG MAN EVENING WORK.
Whether in the line of Bookkeeping,
Revising of Accounts, Typewriting or General
Office work. Hours—5.30 to 8 o'clock.
Apply to—
M. A. C.
Care of Office of this Paper.
Hongkong, 6th February, 1901. [425]

NOTICE.
TO AMATEUR PHOTOGRAPHERS.
MEE CHEUNG
BEGS to notify his many Customers that
in order to meet the demands of AMA-
TEUR PHOTOGRAPHERS he will Open a
NEW DEPARTMENT on 2nd April, 1901,
which will be devoted exclusively to their
interests. Two skilled operators in constant
attendance.

Developing and Printing in all Branches
executed with care and promptness.
Enlarging from small negatives a specialty.
Hand Cameras reloaded.
All kinds of repairs to apparatus undertaken.
Prices very Moderate.

OFFICE in Corridor of HONGKONG HOTEL,
where there are 2 Dark Rooms always at the
disposal of Patrons Free of Cost.
Hongkong, 1st April, 1901. [941]

FOR SALE.
TWO SECOND-HAND
HOE NEWSPAPER
PRINTING
MACHINES.
PRINTING A SHEET 27 1/2 BY 40
INCHES.
THESE Machines are in good condition and
are being sold, as they have been replaced with
Larger and Quicker Machines.
Apply—
MANAGER,
Hongkong Daily Press Office.
Hongkong, 1st April, 1901. [815]

NOTICE.
TO THE PUBLIC AND OFFICERS OF
SHIPS.
When in MOI, go to
THE AMERICAN HOUSE,
Where good European Accommodation can
be obtained at Yen 3 per day.
Address—NISHI HON-MACHI, ICHOME,
Moji, 17th January, 1901. [55]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED
and FIXED. DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and
REPAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC
TILES. Prices on Application. [39]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM PORTLAND, ORE., AND JAPAN
PORTS.
THE Steamship
"SKARPSNO,"
Captain Tollegen, having arrived from the
above ports, Consignees of Cargo are hereby in-
formed that their Goods will be delivered from
alongside.
Cargo impeding the discharge will be landed
at once, and stored at Consignees' risk and
expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
T. M. STEVENS & CO.,
Agents,
4, Duddell Street.
Hongkong, 13th April, 1901. [1006]

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer
"ULYSSES"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Kowloon Godown Co., Ltd., in
both cases it will be at Consignees' risk. The
Cargo will be ready for delivery from Craft or
Godown on and after the 16th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 20th inst. will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 a.m. on the 25th inst.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th April, 1901. [15]

STEAMSHIP "YARRA."
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.
CONSIGNEES of Cargo in connection with
above Steamer are hereby informed that their
goods, with the exception of Opium,
Treasure and Valuables, are being loaded and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 11 a.m. TO-DAY, the 11th inst., re-
questing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered
after THURSDAY, the 18th inst. at Noon,
will be subject to rent and landing charges.
All claims must be sent in to me on or before
the 18th inst., or they will not be recognised.
All damaged packages will be examined on
THURSDAY, the 18th inst. at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 11th April, 1901. [2]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamship
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Go-
down Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

This Vessel brings on Cargo:—
From London, ex s.s. "Toucan."
From Persian Gulf, ex s.s. "Krandalla" and
"Simla."
Optional goods will be landed here unless
instructions are given to the contrary before
5 p.m. TO-DAY.

Goods not cleared by the 19th instant, at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.
H. A. BITCHIE,
Superintendent.
Hongkong, 13th April, 1901. [1]

NOTICE TO CONSIGNEES.
S.S. "LOWTHER CASTLE,"
FROM NEW YORK.
CONSIGNEES of Cargo are hereby notified
that the Hongkong Cargo by above
steamer was transhipped at Singapore and
arrived yesterday by the "Chelidra."
All Goods are being landed at their risk into
the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 19th inst. will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
19th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 19th inst. at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO. LIMITED,
Agents.
Hongkong, 10th April, 1901. [998]

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES on APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [243]

FOR SALE.
A COTTAGE PIANO, in Splendid
Condition.
Enquire at—
No. 36, MORRISON HILL ROAD,
Wanchai.
Hongkong, 12th April, 1901. [988]

FOR SALE.
A FULL-SIZED ENGLISH BIL-
LIARD TABLE with Accessories.
Apply to—
CANTON CLUB,
Canton.
Canton, 10th April, 1901. [1095]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	On 18th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 2nd May.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"IDOMENEUS"	On 16th April.
LONDON via MANILA	"AGAMENON"	On 18th April.
LONDON	"AJAX"	On 30th April.
LONDON	"ANTENOR"	On 14th May.
LIVERPOOL (Taking Cargo at London Rates)	"PYRRHUS"	On 15th May.

The S.S. "ULYSSES" arrived on Saturday morning from GLASGOW and LIVERPOOL and will sail for SHANGHAI and JAPAN to-night.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 15th April, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW	"HUNAN"	On 13th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 23rd April.
MANILA	"TSINAN"	On 23rd April.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th April, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above ports on or about the 20th instant, and will be followed by Steamships "PATHEA", "FERDINAND", and "LOWTHER CASTLE".

For Freight, apply to

DODWELL & CO., LD., Agents.

Hongkong, 8th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Abumi, will be despatched for the above ports on WEDNESDAY, the 24th April, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSHEN KAISHA, Agents.

Hongkong, 10th April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

Doria (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 1, 1901, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 27, 1901, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th May, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 29th March, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal cities of SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 18, 1901, at Noon.

THE Company's Steamship "CITY OF FRANCISCO" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERICA LINE—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at MANILA.)

THE full-powered Steamship

"ASTORIA"

Captain Ostermann, will be despatched for the above port on or about 4th May.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 15th April, 1901.

HONGKONG STEAMERS.

Agamemnon, Brit. str., 4,461, Nish, April 13.

Butterfield & Swire

Akashi Maru, Jap. str., 974, Suzuki, April 13.

Mitsui Bussan Kaisha

America Maru, Jap. str., 4,216, Going, April 12.

Toyo Kisen Kaisha

Andalusia, German str., 3,441, Ehlers, April 15.

Siemens & Co

Apenrade, German str., 611, Lorenzen, April 1.

Chinese

Ariake Maru, Jap. str., 2,193, Tasaka, April 15.

M. B. Kaisha

Athenian, Brit. str., 2,444, Mowatt, April 8.

C. P. R. Co

Benlomond, Brit. str., 1,752, Hutton, April 13.

Gibb, Livingston & Co

Burnside, Amr. str., 1,400, Laffin, April 14.

U.S. Government

Canton, Brit. str., 1,110, Lawrence, April 13.

Jardine, Matheson & Co

Chas. Rogier, Belgian str., 1,291, Herfurth, April 14.

Dodwell & Co, Limited

Chelydra, Brit. steamer, 1,567, Cox, April 9.

Jardine, Matheson & Co

China, German steamer, 1,113, Voss, April 15.

Siemens & Co

Clavering, Brit. str., 2,255, Barker, Mar. 30.

Dodwell & Co, Limited

Compania de Filipina, Amr. str., 707, Oris, April 3.

Brandao & Co

Daphne, German str., 1,290, Nissen, April 9.

Siemens & Co

Diamonds, Brit. str., 1,225, Ramsay, April 14.

Shewan, Tomes & Co

Dr. Hans Jerg Kier, Norw. str., 691, Larson, April 11.

East Asiatic Trading Co, Ltd.

Era, German steamer, 2,033, Peterson, April 7.

Arnhold, Karberg & Co

Fushun, Brit. steamer, 1,500, Lunt, April 15.

Chinese

Hailan, French steamer, 377, Merlees, April 15.

A. R. Marty

Hailing, Brit. str., 783, Bathurst, April 14.

Douglas Lapraik & Co

Hanrover, Brit. str., 990, Pearce, Mar. 21.

Butterfield & Swire

Hanoi, French steamer, 768, Fannier, Mar. 20.

A. R. Marty

Hinsang, Brit. steamer, 1,536, Lake, April 5.

Jardine, Matheson & Co

Hoihaio, French str., 509, Merlees, April 15.

A. R. Marty

Idomenus, Brit. str., 4,298, Riley, April 14.

Butterfield & Swire

Idzumi Maru, Jap. str., 2,301, Curnov, April 9.

Nippon Yusen Kaisha

Ileosa, American steamer, 83, Pou, Mar. 20.

A. R. Marty

Independent, German str., 871, Holtz, April 11.

Chinese

Kwaiyang, Brit. str., 1,062, Osterbridge, April 4.

Butterfield & Swire

Loongang, Brit. str., 1,030, Weigall, April 15.

Jardine, Matheson & Co

Butterfield & Swire

Marie Johnson, Ger. str., 1,700, Hemmert, April 14.

Johnson & Co

Polyang, German str., 1,77, Weiss, April 10.

East Asiatic Trading Co, Limited

Perla, Brit. steamer, 1,284, Almond, Mar. 24.

Shewan, Tomes & Co

Petrarch, German str., 1,252, Uecker, Mar. 24.

Melchers & Co

Petria, Brit. str., 900, Snape, Mar. 25.

Arnhold, Karberg & Co

Pinguey, Brit. str., 4,140, Renall, April 7.

Jardine, Matheson & Co

Pronto, German str., 632, Grandt, April 14.

Siemens & Co

Shantung, Brit. steamer, 1,635, Quail, April 2.

Butterfield & Swire

Skarpno, Norw. str., 1,130, Talleisen, April 11.

T. M. Stevens

Skuld, Norwegian str., 913, Barbo, April 12.

Chinese

Strathgyle, Brit. str., 3,264, Gordon, April 5.

Butterfield & Swire

Suavia, German str., 5,009, Wagener, April 15.

Siemens & Co

Sullberg, German str., 782, Jensen, April 12.

Siemens & Co

Taigo Maru, Jap. str., 763, Kakimi, April 12.

Order

Taishun, Amr. str., 1,216, Patterson, April 8.

Chinese

Taiton Maru, Jap. str., 2,000, Hirai, April 13.

Mitsui Bussan Kaisha

Tantalus, Brit. str., 2,281, Gregory, April 14.

Butterfield & Swire

Tartar, Brit. steamer, 2,708, Bowles, April 4.

C. P. R. Co

Thalys, Brit. steamer, 820, Rowson, April 14.

Douglas Lapraik & Co

Thyra, Brit. str., 2,244, Dunning, April 9.

Order

Trieste, Austrian str., 3,023, Mitis, April 14.

Sander, Wieler & Co

Wongkoi, German str., 1,115, Muhle, April 11.

Melchers & Co

Wosang, Brit. str., 1,127, Johas, April 15.

Jardine, Matheson & Co

Zwena, Brit. str., 946, Ainsworth, April 15.

Chinese

RAILWAY VESSELS.

Adolph Obier, Amr. ship, 1,262, Amesbury, Dec. 19, Standard Oil Co.

Hattie C. Smith, Amr. schr., 45, Riley, Feb. 24.

Master

Largo Bay, Brit. ship, 1,178, Adams, April 7.

Sander, Wieler & Co

Louise J. Kenny, Amr. schr., 155, Olsen, Mar. 30.

Master

Luzon, Amr. 4-m. schr., 512, Anderson, Mar. 31.

Holliday, Wise & Co

Madagascar, Brit. 4-m. lark, 1,397, Smith, Mar. 4, Standard Oil Co.

Paul River, Amr. ship, 1,641, Wilson, Feb. 20.

Standard Oil Co

President, Brit. bark, 766, Manro, April 3.

Chinese

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.

Master

THE CHINA AND JAPAN

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THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PAXES—A.B.C. Code. P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th April, 1901

As was thought probable, the election by the ratepayers of two representatives to serve on the Sanitary Board yesterday resolved itself into a farce. Some fifteen gentlemen assembled at the City Hall at the stated hour, but no nominations were made. After an appeal to Dr. HARTIGAN to stand again and a brief, but interesting discussion by Messrs. G. W. F. FLAXFAIR, J. W. NORTON KYSHE, and R. C. WILCOX, who between them brought out the position of affairs very clearly, the meeting broke up. The ratepayers by their action no doubt wished to convey their sense of the absolute inutility of the Sanitary Board as at present constituted and controlled. It is in these circumstances very unfortunate that a larger and more representative body of ratepayers did not make a point of presenting themselves at the City Hall, for we fear that it will now be said that the fiasco was due simply to that fatal apathy which envelopes public affairs generally in Hongkong. It was most desirable, if a protest was to be made in this form, that it should be well backed by numbers, so as to avoid any such misunderstanding as now seems probable. The result, however, is in any case the same, that popular representation on the Sanitary Board is at an end. The Unofficial element is all but extinct; it will cause little wonder if shortly it should be altogether extinct. We shall be deprived of the pleasure of reading so much of the academic discussions in which the Sanitary Board has been wont to indulge. For the present, that appears to be all that is likely to happen. Time and the growth of a strong public opinion in Hongkong alone can modify the position.

The Report of the Food Supply Commission, signed by Messrs. E. OSBORNE, A. M. MARSHALL, F. MAITLAND, FONG WA CHUN, and Dr. W. HARTIGAN, which was published in the Government Gazette of Saturday last, is an interesting document, even if it brings nothing very startling to light. The reason for the extraordinary delay in the Report is set out in the letter of the above-mentioned gentlemen to Mr. FRANCIS, K.C., and that of Mr. FRANCIS in reply, which we reprint to-day in another column, and there is no need for further comment. The Report being at last made public, nearly eleven months after the Commission was appointed, and little less than four months after it was forwarded to the Government, it remains to consider what the Commission has been able to discover on this very important question. The table of percentages of rise in the wholesale and retail prices of common articles in the course of five years fully bears out the universal complaints about the price of living, culminating in the petition presented to the Legislative Council on the 29th March, 1900, by the Hon. T. H. WATTS, HEAD on behalf of 152 ladies of this colony. The enormous rises in the price of fish, beef, mutton, eggs, poultry, rice, ground-nut oil, and firewood are enough to make even those whose income is least likely to feel the hardship, pause and reflect what is to happen in the future. Europeans and natives of all races are affected by the rise, and as indications point to a continuance rather than an abatement of the trouble any steps which can be taken should receive the most earnest consideration of all concerned. It will have been seen that the Commission arrives at the conclusion that the main causes of this increase of prices have been, apart from "natural fluctuations of supply and demand," five in number, viz. (a) depreciation of silver; (b) increased cost of rice; (c) West River piracy; (d) increased rents; (e) enforcement of sanitary laws. The last item, it seems to us, is hardly clear, and the Commission vouches for no explanation. The enforcement of sanitary laws by checking overcrowding helps to send up rents; and regulations as to the slaughter of cattle and sale of food, by limiting the supply, heighten prices, we take to be what the Report refers to. The other causes are plain enough. With regard to the price of rice, the evidence of Mr. A. W. BREWIN before the Commission on the 23rd July may be read. Mr. BREWIN said: "When the price of rice rises, the price of everything in 'China goes up. There is then less poultry and less pork in the country. It is a sort of extra tax on the people if they have got to pay more for their rice, and they won't keep the animals if they have got to buy rice for them." The Report goes on to allude to the effect of the increased naval and military forces in Hongkong and Manila, and then touches on a most important point on which the Commission was able to throw no little light. We refer to the existence of a "ring" to keep up the price of meat. Anyone reading the accounts of the examination of TUNG WING and LEE SING last July will admit that the Commission does not put the case by any means too strongly in the sixth section of the Report. In his examination Mr. LADDS, Colonial Veterinary Surgeon, cautiously admitted having "heard sundry rumours of people who put up prices," and that several Europeans have been interested in the beef trade here. He had also "seen something in the papers about it, but never had any actual evidence." Such actual evidence is practically impossible to obtain, but the presumption, founded on other evidence before the Commission, leaves no doubt in the reader's mind as to the existence of this most serious evil, a combination to keep up prices.

It will be seen that the Commission admits its failure to elicit by means of its enquiries any practical remedies of real value, but its recommendations nevertheless deserve full attention. We have already written more than once, on the necessity for increased market accommodation, and we are glad to see the Commission put this suggestion in the forefront of the programme. The recommendation to drive out the vendors of tinned food and such stores aims at the same object, and is prompted by commonsense. The suppression of piracy requires no support; its necessity has been recognised for years past. The fourth recommendation is also one which appeals to the sense of everyone in the colony. The new Praya Reclamation Scheme is a step in the desired direction, and when it is followed, as it must ultimately be, by adequate means of rapid communication with the centre of business, should have a notable effect. All further expansion will in the same way need to be accompanied by tram and ferry service, if it is to be of real use to the colony. The fifth and sixth recommendations are less important, but they will, we should imagine, arouse no opposition. It will be noted, however, that the Commission is of the opinion that the present market rents are not excessive, and have not contributed to the rise in prices. The last recommendation, which is contained in

the ninth, tenth, and eleventh sections of the Report, deals with the encouragement of stock-breeding and vegetable-growing in the New Territory, and is in a way the most important of all. For this reason we must postpone its consideration for another occasion, as it is impossible to do justice to it in a few lines. The New Territory, as it now is, is the colony's "white elephant," except from a political and strategical point of view. It brings in practically nothing in return for its cost to Hongkong, and to the non-official mind the slowness of its exploitation is inexplicable. Without denying that the Land Court and Police work is being done very thoroughly, we do not think that it is too early to consider such a scheme as the Commission put forward. The remarks of Mr. LADDS on the prospects of cattle-breeding in the New Territory (p. 47 of the Report) should be read. We shall, however, return to this subject in a future issue.

It is satisfactory that the time of the Food Supply Commission and the money devoted to it were not spent entirely in vain. The report is not an ambitious production, when we consider the months which elapsed between the appointment of the Commission and the forwarding to the Government of the result of its labours. But at least it embodies concisely an amount of material calling for serious attention, and there is no doubt that some, if not all, the recommendations made must ultimately be adopted.

H.M.S. *Goliath* left yesterday for Shanghai, and the *Lizard* for Canton.

We are requested to state that Mrs. Gascogne's Thursday afternoon "At Homes" will be discontinued until further notice.

A musketry camp will be formed at Stonecutters to-day, when the Royal Welsh Fusiliers will commence their annual course of musketry for 1901.

During the 48 hours there were reported six fresh cases of plague, with five deaths (all Chinese); and three fresh cases of small-pox (two Chinese, one other Asiatic), with one death (Chinese).

The return of visitors to the City Hall Library and Museum during last week shows that the former institution was visited by 303 non-Chinese and 53 Chinese, the latter by 140 non-Chinese and 1,614 Chinese.

The 3rd Madras Light Infantry paraded in marching order at Kowloon yesterday morning for inspection by the Major-General Commanding. The 5th Hyderabad Contingent will be inspected to-morrow.

The annual chess match by "cable," between America and the British Isles, will be contested this year on Friday and Saturday, April 19 and 20. Baron Albert de Rothschild, of Vienna, has again consented to act as referee and adjudicator.

As we have already stated, the two days' Garrison Athletic Meeting will be held at the Happy Valley on Friday and Saturday, 19th and 20th, inst., commencing at 2 p.m. each day. The impending departure of the Bengal Lancers and Bannockburn Depot has rendered it necessary to strike them out of the mounted portion of the programme.

Mr. G. J. W. King yesterday afternoon offered for sale, at the office of the Public Works Department, one lot of Crown land, Inland Lot 1,635, situated at Tai Ping Shan, which has an area of 1,900 square feet, the annual rental being \$23. The upset price was \$7,200. There was only one bid of \$20, and the lot went to Yan Shui Chi (for Chan Tin Sun), 12, Gutzloff Street, for \$7,200.

Mr. W. F. Aldrich, the United States Vice Consul-General, has now received official confirmation of the appointment of Mr. William A. Rublee, one of the editors of the *Milwaukee Sentinel*, as Consul General at this port. Mr. Rublee is a passenger by the *s.s. China*, which is advertised to leave San Francisco to-morrow, and Mr. Aldrich will return to the United States by the same steamer on 25th May next.

Ancient the erection of a building for the risk-shed coolies and their vehicles, referred to in our issue of Saturday, we are now enabled to state that the necessary plans have been prepared and will be sent on to the Government. The site chosen for the building is Marine Lot 205, and the area of the space set apart for coach-house accommodation is 4,082 square feet. There will be three floors to the building, each containing 2,294 square feet. The rear of the lot will be devoted to kitchens, bath-rooms, privies and wash-houses, and at the front there will be a spacious verandah. Mr. John Lemm of Queen's Road Central is the architect.

We have had several complaints from correspondents regarding the present irregularity in the water-supply. One of our correspondents states that for the last two or three days, fearing that the water would be cut off suddenly, he has stored regularly each morning a supply to last for the day. The water was never turned off. Yesterday, relying on the heavy rains of last week, he did not store the usual supply. The water was suddenly turned off in the morning before 9 a.m., and the result was that he was left waterless. The last notification in the *Gazette* about the water supply was on the 6th inst., when it was specified, *inter alia*, that below Caine Road (just below which our correspondent resides) the supply of water would be turned on between 6 and 10 a.m. only. Apparently what happened was exactly the reverse.

Foreign engineers are reported to have started from Hankow for Kowloon to examine into the mineral resources of the province.

The appointment was notified at the Admiralty last month of Assistant Paymaster C. A. Underwood, to the *Tamar*, to date 14th March.

The Mother Superior of the Italian Convent begs to acknowledge the receipt of the following sums for the extension of the Convent:—Nicholas Post, Esq. \$200.00 C. Klingemann, Esq. (from Japan) 25.00

Japanese papers consider it probable that H.R.H. the Duke of York and Cornwall will pass through Japan on his way from Australia to Canada, but that he will decline all public receptions on account of the mourning for the late Queen.

The Tokyo correspondent of the *Mainichi* reports that a section of Japanese politicians is advocating an alliance of Russia and Japan, as recently suggested in a Russian journal. They argue that Japan should abandon all opposition to the Russo-Chinese treaty regarding Manchuria, and concentrate her entire strength in Corea. Strange to say, the correspondent writes, Russia has given up her designs on Corea, and the politicians believe that Japanese policy will undergo a change shortly. This report must be taken with a good deal of reserve.

Fresh missionary troubles are reported from Kiangsi and Szechuen. Recently an American bought land at a place called Kinfu, Kiangsi, in order to build a chapel. The people rose up and hindered. The local official could not manage the affair, so the American telegraphed to his Minister, who told the Tsing-li Yamen. They ordered the Kiangsi officials to settle the case to the satisfaction of all. The Methodist Episcopal pastor has sent a man to arrange the affair. Another case has occurred at Ta Chien-nan, Szechuen. A Roman Catholic chapel has been destroyed, and the priest driven out. The French Minister at Peking has been informed of the affair.

The directors of the British North Borneo Company have secured the money on their debenture issue of £200,000. The *L. & C. Express*, commenting on this, says: "Apart from the moiety required for the railway, the other half will be available for other public works, which are much needed in the territory. Borneo is not blessed with the big tin deposits of the Malay States, but it is not void of other possibilities. Money is required, however, for their development, and no matter how energetic a governor or staff may be, it is that element which is required. A further million of dollars can probably be well used, and this sum is now available. Part of it we trust will be expended in assisting Chinese immigration; for population, and particularly such good contributors to revenue as Chinese usually are, is badly needed."

The trial trip of the steam launch *Matula*, which has been built and engine by the Yat Sing firm to the order of Mr. Luis R. Xangoco of Manila, took place on Sunday last. The launch is 80 feet long, and possesses a powerful engine for a vessel of her dimensions. The speed attained on the trial was 11 knots, steaming at 90 lbs. pressure. She has been built under the personal supervision of the owner's representative here, Mr. Jose Guimenez de Mijares, and will be used for towing purposes at Manila. She is fitted aft with two cabins, one for the captain and the other for the chief engineer, and the engine-room is well protected from the elements. In all she is a smartly constructed craft, and will be taken down to Manila by a crew shortly expected from the Philippines. During the trip Mr. Guimenez was highly congratulated on the success which had attended his labours in the construction of such a neat and trim little craft.

In the lawn tennis match on Saturday afternoon between the Ladies' Recreation Club and the Hongkong Cricket Club, the former won by sixteen games, the figures being—L.R.C., 84 games; H.K.C.C., 68 games. Yesterday's results in the various tournaments were as follows:—Championship—E. F. Mackay beat Clapham (6-2, 6-4, 6-2); A. Class Handicap—A. H. Hollingsworth, 15-2, beat E. J. Grisk, 1/6 (6-2, 6-3); Capt. Langhorne, 15-1, beat H. Humphreys, scratch (3-6, 6-3, 6-3); F. J. Wild, scratch (6-2, 6-2); Doubles Handicap—E. G. Barrett and F. H. Yatts, 3-6, 2/6, beat P. Harold and B. Hanson, 3-6 (3-6, 6-3, 6-3); R. G. Gerrard, and J. E. Lee, 15-1, beat F. H. Gresson and T. Forrest, scratch (6-2, 6-4); C. H. Gale and J. A. Jupp, scratch, beat W. T. Cuthfield and A. C. Stevens, scratch (6-3, 6-2); H. J. Geddes and Wei On, 2-6, beat J. B. Shettles and R. Butcher, scratch (9-7, 6-3).

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Konig Albert* left Shanghai on Saturday, the 13th inst., at 3 p.m., and may be expected here to-morrow at daylight.

The P. & M. steamer *City of Peking*, with mails, &c., from San Francisco to the 23rd March via Honolulu, has arrived at Yokohama, and left for this port this morning, via Inland Sea, Kobe, Nagasaki and Shanghai.

The M. M. steamer *Indus*, with the next French mail, left Singapore this morning, at 5 o'clock, for this port via Saigon.

The O. S. S. *Cathart* left Singapore at noon on 14th inst., and is due in Hongkong on 19th inst.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the afternoon of the 13th inst.

The N. Y. K. steamer *Kuwa Maru* (Australian Line) left Manila for this port 14th inst., and is expected to arrive here on the 16th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 15th April, 8.20 p.m.

A NEW CAPITAL FOR CHINA.

The statement is confirmed on good authority that Hsiangyang, in Northern Hupeh, is to be the future capital of the Chinese Empire, in place of Peking.

GENERAL NEWS.

LONDON, 14th April, 7.15 p.m.

HAGUE COURT OF ARBITRATION.

The Powers have notified that the Hague Court of Arbitration has been constituted; but China, Luxemburg, Mexico, and Turkey have not as yet signed the convention.

THE MARKETS.

The cotton markets are quiet. The iron and steel market at New York is strong, and an advance in prices is probable.

SANITARY BOARD ELECTION.

A FLASCO.

According to a notice published in the Government Gazette, and pursuant to section 4 of the Public Health Ordinance, 1901, Mr. J. W. Norton Kyshe attended at the City Hall yesterday afternoon, at 4 o'clock, as president of "an election by the ratepayers of two members to the Sanitary Board to take the places of Dr. Hartigan and Mr. McKie, who have resigned their seats on the Board."

The ratepayers present were G. C. Anderson, F. C. Collins, A. Cunningham, J. S. Hagen, Dr. Hartigan, E. Osborne, G. W. F. Flaxfair, T. H. Reid, E. Robinson, A. B. Skelton, W. M. Watson, Messrs. R. C. Wilcox and G. F. Williams.

On the stroke of the hour the President rose and said:

Gentlemen, I trust that some public-spirited gentlemen among you will allow themselves to be nominated. I am very pleased to see here some of the leading ratepayers of the Colony. I do hope that some one will be nominated. I know what time and labour it means to some of you, but notwithstanding that, I think we ought to do something during the time we are out here for the interests of the place. Perhaps Dr. Hartigan will allow himself to be re-nominated?

There was no response for a moment or two, and the President again rose, saying:

Gentlemen, will you allow me to give you my experience, just to try and see if I can arouse some interest in such matters. I cannot do otherwise than with your permission, but I would like to stir up a little interest in this matter, if it were possible to do so.

A Voice:—Yes, go on!

The President: Well, gentlemen, when I first went to the Straits, our neighbouring Colony, in 1880, the apathy of the inhabitants with reference to Municipal matters was such that I know for a fact, and it came under my notice at the time, it was the intention of the Government to do away with the Municipal authority altogether, and I believe, as far as my recollection will carry me, that it was not with the view of opposing the Government at all that this apathetic disposition was displayed, but it was simply because the leading inhabitants took no interest in the matter. And I am in a position to say that it was only when the leading members of the community, and the principal inhabitants and business men saw what course their apathy was leading them to, that they decided to ask for the repeal of the local law giving them more power, and I do not think that the powers given to them afterwards in any way repaid them for their apathy. Since then in Penang and Singapore I think you will find very few public-spirited men who have taken an interest in Municipal matters, and who have been at all willing to devote any time and attention to them. I do not wish to say anything against some of those who are at present on the Municipal Boards at Penang and Singapore. I think however that, although comparisons are odious, there are a good many men of position and standing in that distant colony who would compare very favourably with those similarly situated here, with respect to their general apathetic attitude towards matters municipal. I am afraid that what I have said with reference to the Straits Settlements applies very much to Hongkong. I think we must take an interest in the place in which we live, and I hope that after the few words I have said upon the subject that you will allow yourselves to be nominated, and devote what time you can to the sanitary affairs of the Colony.

We must abide by the law, notwithstanding any defects, and it is no use of us trying to go against it. By proper representation in the proper quarter, a probable amendment of it might take place. I do not think by refusing to be elected you are doing yourself any good, and certainly you are doing no good to the community.

Mr. Flaxfair said that as the president had thrown Singapore and Penang in the teeth of Hongkong, he would like to hurl Shanghai back again. Shanghai was a model community as well as a "Model Settlement." No apathy was there, and here it was not apathy but disgust. In Shanghai they had a Municipality elected by members of the community and well governed, and here they could get the same good Government if they had fair representation. They could not expect members would allow themselves to be browbeaten by Government officials. That was the reason why they saw such apathy here. The people were not going to defend themselves and say they were going to be elected. The members of the Legislative Council should have been present and invited them. They were the people to do it.

Mr. Wilcox said he thought if they were to proceed to the election of any members that day it would be something like a farce, and he did not think the proceedings of the meeting should be allowed to develop into a farce. There were only fifteen present and they did not represent by any means the voice of the ratepayers of the Colony.

The President: In reply, I think I may say that in 1893, Dr. Hartigan and Mr. McKie were nominated by members of the Legislative Council.

Mr. Wilcox: There was a regret on that occasion, and I think that although the attendance was small, it was more representative than at present.

Here the gathering rose and left the room, except one ratepayer, who stood for several moments gazing pensively at the polling booths which had been erected at the side of the hall.

According to law the president and his attendants remained in the hall till 6 o'clock, up to which time there were no names presented to fill the vacancies.

Here the gathering rose and left the room, except one ratepayer, who stood for several moments gazing pensively at the polling booths which had been erected at the side of the hall.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

A MEMORIAL TO THE LATE QUEEN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 15th April.

Sir,—With reference to my letter and your leader of the 6th instant, as a memorial to our late Queen I have written a number of men, and find that with a few exceptions there appears to be little or no interest in undertaking anything further just now. This is, of course, not from any want of loyalty, but from a pretty general feeling of apathy about the results of the late public subscription.

The Queen's statue can hardly be called a success, and to our discredit it lay for years in the godowns before it was erected. Since then it has had a cast-iron railing put round it, which is entirely out of keeping with it, and the statue itself has never been completed.

The Jubilee Road still remains a mere path, though the public subscribed something like \$68,000, and the Government undertook to add a like sum.

The Women's Hospital has been commenced at the Peak, but it can never be the hospital to which I thought it was subscribed; and this I know, the opinion of many other men.

With these examples before us, it is not surprising that men do not care to go in for anything new till they see some more results for what they have already subscribed to; still I think something can and ought to be done, and I therefore beg to make the following suggestions:

1. That His Excellency the Governor be asked to dedicate the New Clock Tower at Blake Pier as a memorial to our late Queen.

It would not only be a fitting memorial, but it having been decided to build this Clock Tower out of public funds, no subscription would be required.

2. That the public, having subscribed for the Jubilee Statue of our late Queen, should complete that work by the erection of the bronze at the four corners of the canopy. This would complete the original design and vastly improve the appearance of the whole. It would only cost a few hundred pounds to do, and surely there should be no trouble in raising such a sum.

We should then not only have a suitable memorial to our late Queen, but also complete a work which has been standing unfinished for too long.—I am, Sir, yours, &c.

T. K. LEIGH.

THE RATEPAYER'S ELECTION.

TO THE EDITOR OF THE "DAILY PRESS."

15th April.

Sir,—Referring to the ratepayer's meeting of to-day, I think the smallness of the attendance can be largely accounted for by the fact of the inconvenience of the hour named, viz. 4 p.m.

There are certainly many ratepayers who could not attend at that time, but who might be able to do so at 5.15 p.m. The poll should then remain open till 7 p.m.

SPECTATOR.

A PUBLIC DANGER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 15th April.

Sir,—Are the Capt. Superintendent of Police, the Director of Public Works, and the members of the Sanitary Board aware that a public thoroughfare between No. 1, Queen's Road East and the military married quarters on the hill is being cut up and blocked up by a crowd of Chinese coolies?

This is the only suitable road in the vicinity which can be trained to connect Queen's Road East with the Kennedy and Macdonald Roads, and I have been informed that it is the intention of the Government to train this road. How is it, then, that these people have been permitted to cut up this road and entirely block it up for private use? This road connects the inhabited street at the back of Wing Fung Lane West, and in case of fire the firemen would have to go right round to Wing Fung Street!

Again, the site which has been selected will be occupied as a timber yard, and coolies' quarters. This will not only be most dangerous to the neighbouring houses in case of fire, but the timber will prove the best hiding place for thieves and other bad characters. It was not long ago that some thieves robbet the adjoining military married quarters and hid their spoil in this very locality.

The Chinese coolies will also accommodate themselves and utilize the place as a "private" latrine, and it must not be forgotten that this site is immediately overlooked by the married quarters and other respectable Chinese family houses close by.

The Sanitary Board has been bothered enough by complaints from Kowloon, and surely it does not wish to be bothered again by complaints from this quarter.

Hoping these few lines will be sufficient to induce the authorities concerned to take immediate action.—I am, yours, etc.

PRO BONO PUBLICO.

The Japanese Government having decided to relieve the garrisons in North China and Corea this month, the forces stationed at various places in Chihli will be replaced by three regiments from the First Army Division at Tokyo, while the garrisons in Corea will be relieved by one battalion dispatched from the Fourth Army Division at Sendai. A number of steamers will be chartered by the Japanese Army Department for the above purpose.

MR. FRANCIS AND THE FOOD COMMISSION

We gave in our issue of yesterday the report of five members of the Food Supply Commission. The following is Mr. Francis's letter with regard to the delay in the report, to which we refer elsewhere.

Hongkong, 20th December, 1900.
Sir,—I have, within the last hour, received from Messrs. Osborne, Marshall, Maitland, Fung Wah Chun and Hartigan, members of the Food Supply Commission, of which I have the honour to be chairman, a copy of a report signed by them and sent in to you with a covering letter dated the 18th instant, of which they also sent me a copy. I received from them at the same time a joint letter addressed to myself, of which it appears they have also sent you a copy.

I have no objection to make to the report they have sent in to you on the subject-matter of the inquiry. It embodies in brief, the conclusions at which we unanimously arrived. I should have had very much pleasure in signing it if they had asked me to do so.

I only wish to correct one trifling mistake in the last paragraph, which runs as follows:—“(12) We desire to state, in conclusion, that the delay in the publication of the Food Commission report has been due to the Chairman of the Commission being unable to afford time for the presentation of the inquiry and the presentation of the report.”

There was no delay in the presentation of the inquiry. The members were unable to sit for more than two days in the week for a couple of hours each day, and the taking of evidence was proceeded with with all due diligence, and was completed in July last. The delay has been in the preparation of the draft report, and I regret to say that my time was so fully occupied with my own business that I could not get it completed in time to satisfy the impatience of my colleagues. I am unable to pretend to say that there was any very great urgency. I was preparing a very full and detailed report, two-thirds of which had been completed and approved by Mr. Marshall, to whom I sent it a short time ago, with a request that he would, as I was so full of work, finish it for me, he being fully acquainted with my views, and concurring in them.

Instead of doing so, a meeting of the other members of the Commission was held, to which I was not summoned, and the report prepared which has been sent you.

I probably ought not to have accepted the appointment as a member or chairman of the Commission knowing how fully occupied I am in my profession at all times. If I have put the Government to any inconvenience by so doing I apologise to the Government and to the public.

I have the honour to be, Sir, Your most obedient servant,
JNO. J. FRANCIS.

The Honourable
The Colonial Secretary,
&c., &c., &c.

HONGKONG'S FINANCES.

The following are the Financial Statement for 1900 and the Assets and Liabilities of the Colony, as published in the Gazette.

FINANCIAL STATEMENT FOR 1900.

Dr.	£ s. d.
To subscribed stock loan of 81 per cent. interest, to be paid off on the 15th April, 1901	341,799.15.1
Cr.	
By sinking fund	16,485.13.3

ASSETS AND LIABILITIES.

On the 31st December, 1900.

Assets.	£ s. d.
Subsidiary coins	258,000.00
Coin in transit	970,000.00
Arrears of taxes	804.02
Arrears of land revenue, now forborne	16,827.14
Arrears—miscellaneous	1,890.00
Advances	51,078.00
Supplies loaned for service	102.00
Public Works Order Office	8,000.00
Water account	881.01
Expense account	398.73
Total assets	92,124,488.40
LIABILITIES.	£ s. d.
Military contribution	54,405.00
Contribution towards dockwork services for 1900	46,000.00
Deposits not available	469,570.03
Round of taxes	2,300.00
Others' remittances	16,827.14
Money order remittances	25,548.87
Transfer charges, General Post Office	7,398.00
Police pensions	17,500.00
Police pensions	14,200.00
Private drainage works	322.00
Public works	34,779.46
Miscellaneous	5,900.00
Balance overdrawn	328,393.35
Total liabilities	51,925,702.90
Balance	51,198,785.50
Total	92,124,488.40

* Not including \$10,415.82, value of silver at Mint.
Treasury.
Hongkong, 29th March, 1901.

POLICE COURT.

Monday, 16th April.

BEFORE MR. HAZELAND.

A CHARGE THAT FAILED.
The Chinese engineer of the steam launch *Dakin* was charged with stealing a ten dollar bill, on Saturday, belonging to Mr. Taylor, Victoria Dispensary, a passenger by the launch. The defendant denied the charge, and was defended by Mr. J. Hays.

A bathing party, it appears, was on board, and on coming out of the water the complainant missed his pocket, which contained the ten dollar bill. When the launch reached Blake Pier, P. C. Shepherd was called, and a search made. The note was found in a small tin box belonging to the defendant, who protested that it was his property.

His Worship dismissed the case on the ground that proof was not forthcoming that the note produced was the actual one stolen.

BEFORE MR. KEMP.

THE CHARGE AGAINST AN AMERICAN.
Thomas A. Campbell was brought up on remand from Friday, 12th inst., charged with the theft of \$175 worth of property from Peter Larsen, a ship's officer.

Inspector Gould—The complainant in this case has left the colony, your worship.

His Worship—Then you don't intend to call any evidence?

Inspector Gould—No, sir.

His Worship (to defendant)—You are discharged.

LIQUID FUEL.

ITS UTILITY AS A PROPPELLING POWER.

In continuation of our abridged report on the interesting paper read by Mr. John Lambert, the Superintendent Engineer of the Comptrolment Dock, at the Institute of Engineers and Shipbuilders on Saturday evening we give the following:—

Another advantage derived from the use of liquid fuel on steamers was that trimming was altogether dispensed with, and that in heavy weather a steady head of steam could be maintained, as the oil did not require a draught, as in the case with coal. With regard to the very material gain in the deadweight carrying capacity, and which must be a very great advantage of liquid fuel, an example was given in the case of a steamer with a consumption of say 20 tons of coal per day. A run from Colombo to Aden would require a stock of at least 200 tons of coal on board, but as many merchant steamers do not call at all coaling ports, a common practice was to coal at Suez Canal direct for Singapore, or say 23 days' steaming. A steamer therefore had to take a minimum of 500 tons of coal. It was stated that with liquid fuel the same steamer would have an ample supply with 300 tons, and she would therefore be able to carry at least 200 tons more cargo than under existing circumstances. In steamers of larger consumption the saving of course would be more material.

It was difficult to arrive at the exact saving in consumption by the use of liquid fuel, if any, and that was really what they had to consider as engineers from a scientific standpoint, more than the price of fuel. If properly used there should be a saving in quantity of consumption, irrespective of price, and he (Mr. Lambert) knew personally that extremely large quantities could be wasted by inefficient burners and unskillful manipulation of the regulating devices. That should be borne in mind before accepting ostentatious figures. Looking at the matter from a purely scientific point of view, Mr. Lambert continued, "certain trials which have been made seem to point to a material saving in the consumption, and that if any thing like that can be saved it must be a greater saving when applied to ships in the same advantageous manner, from the fact that the amount of fuel saved means additional freight."

With liquid fuel there would be no fire tools to repair, or firebricks or floor-plates to renew, and the absence of smoke or dust enables the ship to be kept cleaner. In mentioning the absence of smoke I have no doubt but that many will have noticed from some of the oil burning steamers visiting our port that at times there is quite the reverse of absence of smoke, but that is often caused in raising steam before the bridges and brickwork in the furnace have become heated. To insure a perfect combustion it is necessary to have the brickwork incandescent. When the fire is burning as they should and perfect combustion is taking place there should be an absence of smoke and the brickwork should assume a white heat. If there is smoke there cannot be a complete combustion, which can rarely be seen from an ordinary petroleum lamp.

Mr. Lambert then went on to consider the mode of carrying or stowing the fuel on board ships, and the dangers in connection therewith. He said:—"It is only but a few years since the carrying of petroleum in bulk was resorted to, and at that time it was considered most impracticable, and highly dangerous, and high wages and other considerations offered to engineers to sail in these ships, and I remember myself at the time very exaggeratedly about the first ship carrying bulk. There is a difference of course in the kinds of oil used. Besides tar and other refuse from gunworks, there are three kinds of liquid fuel. Firstly, refined petroleum, which is scarcely used at all, and that was the kind with which there was, perhaps, the most danger, but the price of refined petroleum does not allow of its use. Then we have the crude petroleum, just as it comes out of the earth, which would be dangerous because it contains all the naphtha, benzine, and so on, very light and highly inflammable; but the custom in hot countries where the oil is usually found is to expose the crude oil in open tanks and let the sun evaporate the lighter carbons so that the resultants can be used with safety. Some wells or springs in Borneo, I believe, were found to contain so little petroleum that it did not pay to refine it, and that has been used as liquid fuel and is of such a high flash point as not to be at all dangerous. Crude petroleum varies considerably. They might get it as low as 30 or 40 degrees, or it might go up to 400 or 500 degrees. As regards the third kind (Astakki) exclusively used on the Caspian Sea, it is of a heavy treacle description and not at all dangerous."

Regarding the tanks themselves Mr. Lambert thought there should be no difficulty in well constructed ships having tight tanks, and not even a leaky rivet, as ships constructed to carry oil in bulk have their tanks tested to more pressure than boilers were subjected to 50 years ago. Fires had taken place, but in all cases they were caused by faulty construction and neglect.

Regarding the various methods which had been adopted for burning liquid fuel, Mr. Lambert said they could be divided into the following three classes:—
(1) Furnaces into which the oil is run or dropped and burnt without gasifying or spraying.
(2) Furnaces in which the oil is first whirled or partly gasified.
(3) Furnaces into which the oil is sprayed.

The first was the oldest form of burning oil, and was illustrated by the diagrams which had been prepared. The latest example of oil burning coming under the head of this class was the arrangement on board the Russian steamer *Mosel*.

Through the courtesy of the owners of the *Shal* Transport and Trading Company, Ltd., Mr. Lambert went on to say "I am entitled to give a description of it as she is now running, but I am sorry not to be able to illustrate it on the board. In the *Mosel* the fuel is stored in the ballast tanks, and in the cross bunkers forward of the stokehold. There is no service tank, properly speaking, the oil being drawn from the ballast tanks or cross bunker by means of a small Worthington pump driven (in the first instance) by steam from the donkey boiler. The donkey boiler is fired with coal. After

leaving the tanks the oil passes through a filter: two filters are provided, but only one is in use at a time, the other being in reserve for use in the event of the first becoming blocked. These filters are small upright cylinders about 3 feet 6 inches by 6 inches, and take up hardly any space.

"The oil can be turned into each filter by means of branch pipes and valves, so that a block in one filter does not entail the smallest stoppage. After leaving the filter the oil passes through a heater, warmed by the live steam going through to the pump, where it is raised to about 185 degrees F. in temperature. From the heater it passes through the pump, and thence to the burners."

The *Mosel* has two single ended boilers, three furnaces to each, and three burners to each furnace. The burners are arranged in a triangle in the centre of each furnace door, and about 6 in. apart. The burners are Korting's patent, are about 6 in. long, and the orifice of the nozzle is so small that the end of a good sized pin would hardly enter. The burners are all set parallel to each other and to the central line of the furnace. There is a cock on the pipes supplying the oil to the furnaces, and besides each burner has its independent cock. Thus the burners of any furnace can be worked as a group of three, or opened or extinguished simultaneously, or they can be worked as single burners, and one, two, or three be lighted or extinguished as required. This is of great advantage in getting up steam, as the heat can be applied gently at first, and increased as the furnace gets warmed up. It is obvious that three small burners, each of which can itself be regulated within certain limits, admit of a far more delicate adjustment of the heat than one large burner, as is used in other systems. The arrangement also is of great advantage when little steam is wanted, as when the steamer may have to proceed slowly, in a river, or in thick weather, one or two burners in each furnace can be turned off, as required, thus saving fuel and steam. Besides regulation by the cocks, the amount of oil coming through the burners can be increased or reduced at will by pumping faster or slower.

On the *Mosel* they usually pump at from 25 to 30 lbs. pressure. Each burner passes through a hole in the furnace door but very slightly larger than itself, and the burners are lighted by introducing a flame through this hole as soon as they are turned on. The spray of heated oil catches at once.

Behind the furnace door there is a damper which opens by means of a screw handle on each side of the furnace door. The damper opens to the extent of about 6 inches, and is so constructed that it fits tight when closed. A slide closes the hole through which the oil sprays, so that when the burners are put out the boilers allowed to cool, the ingress of cold air is completely prevented, and the furnace cools slowly, thus minimising the risk of damage by rapid contraction. By an arrangement of cylinders placed in the furnaces the air entering the furnace is heated to about the same temperature as the oil. This damper and cylinder arrangement I believe to be the patent of the superintending engineer of that steamship company. By means of the damper the amount of air entering the furnace can be regulated. Every means is taken to prevent the admission of cold air either while the burners are working or after they are extinguished. The furnace door is latched, and a layer of fire-clay placed round the edge of the door space before closing to light up.

The bricking arrangement differs in this system to the arrangement of some in other systems. There are two bridges, the first is practically a wall closing the whole diameter of the furnace, with a circular hole exactly in the middle some 15 in. behind this hole is another bridge or pillar, the exact construction of which I am unable to go into as it could only be seen from the front of the furnace through the hole in the first bridge.

The absence of a service tank containing more or less heated oil, fitted with grates, pipes, etc., distinctly minimises the risk of fire in the stokehold.

One drawback of the system appears to be the consumption, which is decidedly high. The *Mosel* is 1,500 horse power, but is usually run at 1,200 horse power.

To develop this power she burns according to the engineer 18 tons per day, but this does not quite agree with his further statement that the consumption is .78 of a kilogramme per h.p. per day.

His 18 tons equivalent to 21.1 tons per day. The engineer also stated that her consumption of the best Australian coal was .85 of a kilogramme per h.p. per hour. Which is to 20 tons, a saving of 5 tons according to my figures, but a saving of 5 tons from the engineer's first statement.

She carries four engineers, and 14 engine-room hands, which includes men for working the deck winches.

Mr. Lambert concluded his paper by the following statements in connection with plate furnaces and liquid fuel—in use in the Colony:—

In course of research I have come across some interesting statements in connection with plate furnaces which perhaps may be of interest. At Woolwich under ordinary circumstances, the armour plate bending furnace was lighted some four or five hours before the plate was put in, the time occupied in heating the plate for bending depended upon its thickness, one hour per inch being allowed. Taking a six-inch plate they got from ten to eleven hours from the time of starting till the plate was ready for bending. Let us now see what liquid fuel will do. The cold furnace was lighted some after one hour it was found to be sufficiently heated, and a six-inch armour plate seven feet six inches by three feet, was put in the furnace, and after one hour or one hour and a half it was ready for bending, thus in two hours and a half they had the work of ten or eleven hours completely and satisfactorily performed. Nor did the advantages of this system stop there. The plate was remarkably free from scale, which could only be accounted for by the absence of the deteriorating influence of the products of combustion in the ordinary furnace. This important feature was said to save 10s. per ton on the metal, which amount it would lose in deterioration under the ordinary mode of treatment. This method of supplying heat also offered another advantage: it could be applied to the whole or any portion of the plate. Thus if a plate required to be bent at one end only, then the heat was directed to that part. Further the rate at which the metal was heated could be regulated to a nicety by increasing or diminishing the number of jets in use. I am not aware whether steam or compressed air was used, but I would suppose that if liquid fuel was used in a blacksmith's furnace for welding, that steam could not be used.

I have been using liquid fuel as it comes here from Borneo, in the Well's lamps at the dock, which gives good results, and is a saving as compared with refined petroleum as formerly used. When the fuel oil comes too thick for use in these lamps and which it does sometimes, I have mixed it with a quantity of refined oil. I believe the same kind of lamps are in use at the Naval Yard extension here, and that the fuel oil is also used there with success.

Within the last few days, I have had a liquid fuel rivet forge sent to me for trial and report thereon, and I found it to work very well. A little trouble was experienced at first lighting up, but after the flame was going a little time and the brickwork was heated up, it was all that could be desired. Petroleum oil was the fuel used, and compressed air the spraying medium. A number of 3 inch rivets were put on the forge, and were heated up very quickly. Sixteen 3 inch rivets were next put in and timed, and in five minutes the whole sixteen were hot enough for use. They were remarkably free from scale, and seemed to reach one temperature and remain at that. There seemed to be no possibility of getting the rivet too hot and pieces of molten metal dropping off, as is often the case with rivets which are heated in a coal fire, when the rivets have been allowed to remain too long and get neglected. A much larger number of rivets can be heated in this forge than with the ordinary rivet forge. The brickwork was quite incandescent, no smoke, and the flame was very clear and bright, quite a white heat.

In conclusion I must express my indebtedness for a good deal of matter contained in this paper to Messrs. Samuel Samuels, Holden, Wallis, Orde, Messrs. and Eccles and others, and I trust that my efforts have been the means of explaining the methods used in burning liquid fuels and the apparatus pertaining thereto.

The Chairman said they had all listened with very great interest to Mr. Lambert's paper. There were several good remarks in it, notably in reference to liquid fuel for boilers, but in burning it for other purposes, and he was sure Mr. Lambert had struck a very good note in bringing it before them that evening. He had not the least doubt but that many of the thinking engineers would take the paper to heart, and endeavour to make good use of it. If there were any members present who would like to say anything on the subject they would be glad to hear it.

After a pause, Mr. Lambert said he believed there were one or two engineers in the room who, though they were not then using liquid fuel, have been doing so, and their opinions would be valuable.

The Chairman remarked that the discussion was not confined to members of the Institution. If there were any visitors present, who had anything to say on the subject they were at liberty to express their views.

Mr. Soppet said he had been running with liquid fuel for the past 18 months, and found that it was very beneficial compared with coal with regard to cleanliness and saving of labour. Of course there was the question of water, and he thought with vessels constructed for it he did not see why it should not be universally adopted. With ordinary care and attention liquid fuel should supersede coal. He could not find any fault at all with what had been stated that evening. (Hear, hear, and applause.)

Mr. Stirling, Mr. Andrews, Mr. Murphy and Mr. Kirkwood continued the discussion, their remarks being principally as to the construction of the bridges referred to in the paper.

Mr. Kinghorn said it was a subject about which a great deal could be said, but as far as the discussion had gone that evening nothing had been said about the economy of it. He had been looking at the technical papers which had lately arrived from home, and had found that the subject was drawing a great deal of attention, and as far as steamers were concerned the question was one of economy. It seemed to be settled among the professional men that it was safe to use the oil with anything else but steam in some form or other; that was to say, the oil must be vaporised before it was used or allowed to escape. They had tried compressing it in various forms, and tried to mix it with water, but with very little success, and up to the present the great difficulty has been the quantity of water required to use it on board steamships. He thought he was correct in stating that two steamships which were out here on the coast had given it up for that sole reason, that it cost them more to keep up the fresh water supply than the difference between the cost of oil and the cost of coal. (Hear, hear.) Then there was another point which concerned the members of the Institution in this part of the world. It would not do to leave a matter of this kind in the hands of the native firemen, at least it would not do to trust them entirely, and it would hardly be fair to ask the engineer to keep his watch in the stokehold. There were one or two points which struck him in the discussion as being worthy of notice, and he would like to ask some of his American friends who were present to tell them of the experience of Admiral Melville of the United States Navy as to the trials which had been going on recently. They must be very interesting. (Hear, hear.)

Mr. Smith, the chief engineer of the U.S.S. *Concord*, said he had taken a great deal of interest in the matter. He was sorry to say he had not studied up the subject much. He however gave his idea of what the experiments amounted to, and said that the liquid fuel was frequently used in merchantmen and men-of-war. The results of the Navy Department's labour had not been made known, therefore he was unable to throw any additional light upon them. They had not got so far as to authorise the oil in use on torpedo boats, but if the furnaces on those boats became dirty they simply put a little oil on the top of the fire, which burned sufficiently to take the best out of danger.

Capt. Anderson said there was no doubt great credit was due to Mr. Lambert for the able paper he had read, and he trusted it would be the means of eliciting more attention to the subject in the future. He had been looking into the question of liquid fuel for the purpose of finding out the reason of the non-adoption of liquid fuel by British shipowners in face of the very great use made of it by Russians in the Caspian Sea. So far as he had been able to find out it seemed to him the question of supply had not been served. The question was whether they could get supply for their vessels. Another reason was whether they could keep up the price. As far as he could ascertain the cost per ton of liquid fuel was twice the cost of coal. Messrs. Armstrong and Whitworth had made experiments with liquid fuel with beneficial results. The speaker then gave some statistics to show the benefits to be derived from the use of oil, and referred to Kite's light, which he said would affect the lighting by and by. (Hear, hear.)

Mr. Kirkwood went back to 1871 to show what was done with the second launch which was upon the waters of the Harbour in the matter of coal tar. As soon as they found use for it up went the price.

The Chairman in conclusion said that after what they had heard he must say that Mr. Kinghorn had struck the right note when he spoke of economy in burning the liquid fuel. In these days when the first thing to be thought of was economy in running a steamer, it was necessary to consider what fuel or class of fuel it was best to use. He suggested the discussion be postponed for a fortnight.

This was agreed to and a vote of thanks to Mr. Lambert and to the Chairman brought the proceedings to a close.

THE CHINA LEAGUE.

The secretaries of the principal chambers of commerce of the United Kingdom were entertained at luncheon on the 13th ult. by the China League at the Hotel Metropole. Mr. Yerburgh, M.P. (president) occupied the chair.

The Chairman in proposing "Our Guests," observed that the chambers of commerce represented the interests of our great trading industries in whose vigorous life the welfare of the country and of the Empire depended. There had been an idea prevalent among the commercial community that the league consisted of a body of jingoes who wished to add to the responsibilities of the British Empire, which were already almost too heavy. That had prevented people here and there from joining them, and so he was anxious to dissipate any such impression. Their motto was "China for the Chinese, and the trade of China for all the world." Let the nations of the earth strive for the trade of China by friendly competition, and he was sure they were all willing that the best man should win. Given fair play, he believed that the Britisher would win. They hoped to gather into the ranks of the league those with special knowledge of Far Eastern affairs, and to be able, with the help of such experts, to furnish chambers of commerce with information which would be of value to them as affecting the various interests which they represented. They also had the advantage of having associated with league members of Parliament like Mr. Walton, who had approached the question with an intelligent appreciation of the issues involved, and had put before the country the result of his experience. It was obvious that with such gentlemen in their ranks the league stood in a strong position to give the advice which chambers of commerce at one time or another might need, and they would also have the benefit of being represented in the House of Commons by men who had made a special study of the subject. He hoped that the great chambers of commerce would see their way to give the league their support, without which, he confessed, they could not do the work to which they had set their hand.

Mr. Helm (secretary of the Manchester Chamber), in responding, said he believed that the chambers of commerce were more than ready to respond to the chairman's appeal. He was of opinion that the movement would spread, and one ground on which he based his expectation of the success of the league was that it had nothing to do with party politics or anything to divert attention from its main object.

Mr. Kenzie Murray (secretary to the London Chamber) also responded. He said that they had not been satisfied in the past with the attention that the House of Commons had given to commercial questions. Efforts had been made to bring about a better state of things, and there were hopes that the position would improve.

Mr. Watson (secretary of the Blackburn Chamber) submitted the toast of "The China League."

Mr. Walton, M.P., in responding, wished to make it clear that the league was founded without the slightest feeling of antagonism towards the other institutions known as the China Association. It was felt that, in addition to the excellent work which had been done by that association, there was, at the present time, when other nations seemed to be making more vigorous efforts than ever to secure the trade of the Far East, and especially in view of the crisis in China, need for a more active propaganda to be adopted. By means of educational work they hoped to excite greater interest in upholding commercial position in China. It was unfortunate that the war in South Africa had resulted in this country not being able to exercise more powerful influence in connection with recent Chinese affairs. It must not be forgotten that we had opened China to trade and did more trade with China than all the other nations put together. Germany, the United States, and Japan were seeking to cut us from the position of commercial supremacy which we had enjoyed, and it was with a view to creating interest in this question on the part of employer and employed alike that the league sought the co-operation of the chambers of commerce throughout the country.

Captain Percy Smith, who went through the siege of the Legation at Peking, afterwards narrated his experiences, and bore testimony to the confidence which Sir Claude MacDonald inspired in Britishers and foreigners alike during that trying period.

EXPORT CARGO.

Per steamer *Stentor*, sailed on the 2nd Apr. For London—522 half chests tea from Amoy, 1,159 bales hemp, 100 bales feathers, 50 bales W. silk, 49 bales cases, 632 rolls matting, 300 cases preserves, 100 cases P. L. fans, 100 cases galls, 70 cases Chinaware, 50 cases oil, 20 cases essential oil, 5 cases curios, 30 pkgs. P. effects, 40 pkgs. sundries. For London—opt. Manchester—120 bales wool, 100 cases ginger. For London opt. Hamburg—55 bales cases. For Glasgow—7 cases curios, 3 pkgs. blackwood, 2 pkgs. samples. For Hamburg—4 cases shell.

TRADE MARK.

LAUBENHEIMER

GRACHEN

NIERSTEINER

HOCHHEIMER

LIEBFRUCHT

GEISENHEIMER KOSACKENBERG

HOCHHEIMER HOLLE

SPARKLING HOCK

LAUBENHEIMER

NIERSTEINER

CALIFORNIA RIESLING

Do HOCK

WHITE WINES.

GRAVES

Do "Superior"

SAUTERNE

Do "Superior"

Do HAUT

Do HAUT (Hannappiers)

H. PRICE & CO.

12, QUEEN'S ROAD.
Hongkong, 10th April, 1901.

INTIMATIONS.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,

may be consulted for SPECTACLES at

16, Queen's Road Central

(R. HOUGHTON & Co.)

(Nearly opposite the Hongkong Hotel).

Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eye—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

C. LAZARUS & CO.,

60 & 61, BENTINCK STREET, CALCUTTA.

Telegraphic Address: A.B.C. Code.

"MAHOGANY" Calcutta. 4th Edition used.

THE STANDARD INDIAN BILLIARD TABLE.

Manufactured throughout in Calcutta and guaranteed to stand the tropical climate.

PRICE, complete, with accessories for Billiard.

Rs. 1,450, packed.

NEW ADVERTISEMENTS

NOTICE

TWO DAYS' GARRISON ATHLETIC MEETING will be held at the HAPPY VALLEY, on FRIDAY and SATURDAY, the 19th and 20th April, commencing at 2 P.M. each day. The Committee regret that the impending departure of the Bengal Lancet and Remount Depot have rendered it necessary to strike them out of the Mounted portion of the Programme.

Hongkong, 16th April, 1901. [1020]

NOTICE

MRS. GASCOIGNE'S THURSDAY AFTERNOON "AT HOMES" will be discontinued until further notice.

Hongkong, 16th April, 1901. [1030]

JUST OPENED

A FINE CONSIGNMENT OF FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTTONJEE, 21 & 22, Elgin Road, Kowloon. Hongkong, 16th April, 1901. [1031]

FOREIGN THEATRE

PERFORMANCE TODAY.

JAPANESE THEATRES are well-known in the world, and all the big foreign Circuses have to engage Japanese Artists to join in the Performances. This Company has to pay a high price to engage over twenty male and female Artists, and the artists' form have been well practiced. Great applause has been given from all the places they have been to. Now this Company has come to Hongkong, on route, to stay a short period. The best acts they perform are to play Bicycles on steel wire, exercises on high pillars and jump several tens of feet high on the sea-saw. All the artists being wonderful and excellent are quite able to please the auditors, who will doubtless give great applause. It is a fact that the artists are unparalleled.

Come and see!
Locality on Fray, the Reclamation Ground, opposite Bonham Street West.
Day Performance from 2:30 P.M. to 5 P.M.
Night Performance from 8:30 P.M. to 11 P.M.

PRICES

First Class	...	\$1.00
Second	...	0.50
Third	...	0.30

Hongkong, 16th April, 1901. [1036]

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 18th April, 1901, at 2:30 P.M., at his Sales Rooms, Queen's Road, SUNDY HOUSEHOLD FURNITURE, &c. Comprising:—DRAWING, DINING and BED ROOM FURNITURE, OVERMANTELS, PICTURES, BOOKS, CROCKERY, GLASS and PLATED WARE, Two CAMERAS, Two PIANOS and One CONCERTINA, One NEW BICYCLE, Two COOKING STOVES, &c. &c. TERMS OF SALE:—As Customary. V. I. REMEDIOS, Auctioneer.

Hongkong, 16th April, 1901. [1033]

THE UPPER YANGTSE SYNDICATE, LIMITED (IN LIQUIDATION).

THE YANGTSE VALLEY SYNDICATE, LIMITED (IN LIQUIDATION).

IN the matter of the Companies Acts 1882 to 1890, and in the matter of the Upper Yangtse Syndicate, Limited, and The Yangtse Valley Syndicate, Limited. The above two Syndicates having agreed to amalgamate, a new Company has been registered for the purpose under the name of the Yangtse Valley Company, Limited, which acquires the assets and adopts the obligations of both Syndicates. To comply with English Law it is necessary to give the following formal notice to creditors:—

NOTICE IS HEREBY GIVEN that the creditors of the above named Syndicates are required on or before the 31st day of July, 1901, to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors, if any, to the Liquidator of the respective Syndicates, and if so required by notice in writing from the said Liquidator are to be their Solicitors to come in and prove their debts and claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Dated this seventh day of March, 1901.

E. ELTHAM JOHNSON, Liquidator.

The Upper Yangtse Syndicate, Ltd., 110, Canton Street, London, E.C.

G. G. WALKER, Liquidator.

The Yangtse Valley Syndicate, Ltd., 19, St. Swithin's Lane, London, E.C.

We concur in the statement preceding the above notice.

For the YANGTSE VALLEY CO., LD., THOS. GILBERT, Secretary.

1033]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. The Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 20th April, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th of April will be subject to rent. Bills of Lading will be countersigned by SANDER, WHEELER & CO., Agents.

Hongkong, 16th April, 1901. [6]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 16th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.

Hongkong, 15th April, 1901. [1024]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HALLOONG."

Captain Bothurst, will be despatched for the above port TO-DAY, the 16th inst., at 4 P.M. For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.

Hongkong, 16th April, 1901. [1028]

DOUGLAS LARRAIK & CO.,

FOR SHANGHAI AND HANKOW.

THE Steamship

"SUEVIA."

Captain Wagner, will be despatched for the above port TO-DAY, the 16th inst., at 5 P.M. This Steamship has superior accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 16th April, 1901. [1035]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched for the above port TO-DAY, the 16th inst., at 4 P.M. This Steamship has superior accommodation for First Class Passengers, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th April, 1901. [1025]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"INDUS."

Captain Riquier, will be despatched for the above ports on or about MONDAY NEXT, the 22nd inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 15th April, 1901. [2]

FOR SHANGHAI.

THE Steamship

"ELITA NOSSACK."

Captain Bruhn, will be despatched for the above port on TUESDAY, the 23rd inst., at 4 P.M. For Freight, apply to EAST ASIATIC TRADING CO., LD., Agents.

Hongkong, 15th April, 1901. [1026]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched for the above ports on THURSDAY, the 8th of May, at 5 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th April, 1901. [1027]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA."

Captain Wagner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. the 15th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 3 P.M. No Fire Insurance will be effected.

SIEMSEN & CO., Agents.

Hongkong, 15th April, 1901. [1034]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD., Agents.

Hongkong, 15th April, 1901. [11]

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.

BANGKOK AND RANGOON.

TRADING, PLANKS, BOARDS and Sawn Timber, Square, Round, and Grooved Boards, for Flooring, Ceiling, Walling, &c. TRADING for Roofing.

PINKADOE RAILWAY SLEEPERS for all GAWERS.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.

Hongkong, 3rd May, 1899. [276]

THEATRE ROYAL.

CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.

Representative—Mr. ALLAN HAMILTON.

TO-NIGHT (TUESDAY), APRIL 16TH.

THE BROUGH COMEDY CO.

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BROUGH COMEDY CO.

BROUGH COMEDY CO.

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.

Representative—Mr. ALLAN HAMILTON.

TO-NIGHT (TUESDAY), APRIL 16TH.

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AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for Account of the Estate of the late Dr. A. P. DE CARVALHO (Deceased).

TO-DAY (TUESDAY),

the 16th April, at 11 A.M., at their Sales Rooms, 110, Canton Street,

SUNDY GOODS AND EFFECTS

(belonging to the above Estate).

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th April, 190

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
"high" workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor; 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite. Designs in Photographs.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road, Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists. High-class. Aerated
Water. Dealers in Photographs.
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN.

A CHEE & CO., Established 1852.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
175, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers. 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 105, House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Develop-
ment Works, Amateurs' Requisites.

M. MUMBY, JAPANESE ARTIST.
Bromide and Cyanine Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

M. YEE.
Japanese Photographer; 14, Baconfield
Avenue, Queen's Road, also Wanchai
Amateurs' Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Prints and Presses by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 144, Des Voeux Road.

MOORE & SEIMUND.
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound" Brand) and Blundell,
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos."
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

EDROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.

YEE SANG & CO.
COAL MERCHANTS.
Have always on hand
LARGE STOCKS OF EVERY DESCRIP-
TION OF COAL.

Address—Care of Messrs. KWONG SANG & CO.
No. 144, DES VOEUX ROAD. [883]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.

PORTLAND CEMENT
J. B. WHITE & BROS
Sole Agents for CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [760]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish Prices, &c. on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHIN-
ERY, SMALL TOOLS, BUILDERS'
NIST'S SMALL TOOLS, BUILDERS'

Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.
REUTER, BROCKELMANN & CO.,
Hongkong, 3rd December, 1900. [125]

TO LET.

TO LET.

WITH IMMEDIATE POSSESSION.
No. 9, SEYMOUR ROAD.

Apply to—
S. B.
Care of Daily Press Office.
Hongkong, 14th March, 1901. [740]

HOUSE at MOUNT KELLET SPUR,
now in occupation of H. MATTHEWSON
Brown, Esq.
Apply to—
Linstead & Davis.
Hongkong, 27th March, 1901. [876]

TO LET.
No. 45, ELGIN STREET, a SIX-
ROOMED HOUSE. Immediate posses-
sion.

Apply to—
No. 43, ELGIN STREET.
Hongkong, 14th April, 1901. [990]

TO LET.
TWO very spacious and well ventilated
TWO-STORY EUROPEAN RES-
IDENCES with GARDENS and TENNIS
LAWNS, each containing 6 Rooms, Bath-
rooms and Out-houses, in MACDONNELL
ROAD, on Inland Lot No. 1599.

Apply to—
TANG LAP TING.
No. 18, Queen Street, Hongkong,
or to
MOK MAN CHEUNG,
Butcherfield & Swire.
Hongkong, 19th March, 1901. [792]

TO LET.
HOUSE, No. 3, SEYMOUR ROAD, now
occupied by E. JONES, Esq. 3 Storied
European Residence, containing 6 ROOMS
and Out-houses, in a commanding good View of the Harbour.

Apply to—
DARTLY & CO.,
Agents.
19, Queen's Road Central.
Hongkong, 10th April, 1901. [930]

TO LET.
A VERY spacious and well-ventilated
EUROPEAN HOUSE with a GARDEN
and TENNIS LAWN, No. 37, ROBINSON
ROAD, known as "FERNSIDE," containing
6 Rooms, Bath Room and Out-houses.
Possession from 1st June, 1901.

Apply to—
TAM TSZ KONG,
42, Bonham Strand West.
Hongkong, 13th April, 1901. [1008]

TO LET.
(From 1st April next).
TWO SPACIOUS GODOWNS, with
Upper Floors for Dry Goods, No. 1,
2, facing the Sea, and Situated at BEL-
CHER'S BAY on M. Lot 243.

Apply to—
JOSEPH & CO.,
1, Duddell Street.
Hongkong, 26th March, 1901. [865]

TO LET.
"MEIRION S." the PEAK, a FIVE-
ROOMED HOUSE, Completely
Furnished, from 1st May till 31st August.

Apply to—
PAUL BREWITT,
Care of DARTLY & CO.,
19, Queen's Road.
Hongkong, 15th April, 1901. [1016]

TO LET.
OFFICES TO LET.
2ND FLOORS of Nos. 62A and 64,
and GROUND FLOOR No. 68,
QUEEN'S ROAD CENTRAL.

Apply to—
ON CHAI & CO.,
2nd Floor No. 52, Gage Street.
Hongkong, 16th January, 1901. [224]

TO LET.
A HOUSE in RYON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 18th March, 1901. [66]

TO LET.
"STILLINGFLEET," PEAK ROAD.
6 ROOMED HOUSE from 1st May.

Apply to—
ARRATON V. APCAR & CO.,
Hongkong, 14th March, 1901. [741]

TO LET.
NOS. 2 & 3, RICHMOND TERRACE—
Immediate Possession.

Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd April, 1901. [612]

TO LET.
COMMODIOUS GODOWN on First Floor
in Duddell Street.
Also,
FURNISHED, "The EYRIE," a spacious
and grandly situated bungalow at Peak.
For Particulars, apply to—
R. C. WILCOX,
8, Beaconfield Arcade.
Hongkong, 3rd April, 1901. [533]

TO LET.
POSSESSION APRIL 1st.
No. 1, STEWART TERRACE.

Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [661]

BOARD AND RESIDENCE.
MRS. G. ILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1899. [869]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS,"
BRANCH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [73]

WOMAN'S WORLD:
DOMESTIC AND SOCIAL.

BY EMINENT WOMEN WRITERS.

[COPYRIGHT.]

THE DUTIES OF MOTHERHOOD.

By
MRS. ADA S. BAILLIE,
Editor of "Baby: The Mother's Magazine,"
and of "Womanhood."

Opponents of woman's progress are apt to
contend that with the so-called emancipation
of woman from the former condition of house-
hold drudge and entire dependency on her
"lord and master," the duties of motherhood
are apt to be neglected, and that women who
in bygone years would have been the devoted
slaves of their little ones now either remain
childless, have fewer children, or hand the care
of these children over to strangers. Although
this may be true, if true it is, I think, only so
in a very limited number of cases, for as long
as human nature remains as it now is, the joy
and privilege of maternity must appeal to the
majority of women, and I am convinced that
not only do the women of to-day take mother-
hood more seriously and feel more impressed
by their responsibility than they did in former
years, but that the superior education of the
woman of to-day, and the activity of her mental
life is a direct benefit to the children. The devoted
slave of former years may have sacrificed every
other pleasure in life to the care of her children,
and yet that care being unperformed by judg-
ment and not based upon a knowledge of infant
necessities, was, I think, of less value to the
children than the intelligent culture now be-
stowed upon them. Women may and do have
fewer children than in former years, but among
those of the middle and upper classes there are
fewer deaths, less disease, fewer deformities, and
a vastly improved general condition of health.

Now, as in all ages, the baby brings love with it,
but although love may possibly perform mira-
cles it cannot give knowledge, nor save the little
one from sickness, sorrow, and death, which such
knowledge may avert. Those women who bene-
fit by the higher education, have acquired a cer-
tain habit of intelligent thought, of concentrat-
ing their attention on the duties in hand, and of
carefully considering what is best to be done.
They would not, like the young mother of a
former age, fly to so-called "experienced nurses,"
whose knowledge is very often of a far more
harmful than a beneficial kind, or to equally un-
trustworthy friends for advice, and then follow
it blindly; but they would rely upon their own
judgment sufficiently to adopt advice if it seemed
reasonable, or, if not, to reject it.

Take a case in point. A young mother of the
educated classes who had engaged an expensive
monthly nurse and a doctor of good repute, left
the care of her new-born infant, while she her-
self was ill, entirely to them. The child was
born healthy and in capital condition, but at the
end of the month, it had lost severely in weight,
and ran a good chance of dying from in-
digestion, when the mother sent for me
in a hurry to see what was the matter.

What I found was this: the nurse had
been giving the bottle too hot, which had set
up catarrh of the stomach, and had been
giving milk almost undiluted, which would be
enough to disorder any ordinary infant's diges-
tion. The doctor knowing such a supposed ex-
cellent nurse had been engaged, had evidently
not troubled himself about the matter at all. As
soon as the mother was well enough to dispen-
se with the nurse, the baby was put on artificial
human milk, and with care and attention has
grown up to be a fine little fellow. This only
shows how unwise it is for a mother to trust to
anyone, even those whom she has been taught to
trust, are fitted by education to take better care
of her child than herself. It is the mother's
duty to study exactly what the infant requires,
and the best method of supplying all its wants.

I cannot urge mothers too strongly to be
cautious as to those to whom they entrust the
care of their children, even indoors, and much
more so out of doors. Most nurses come from
a class who are prodigal of infant life, and who
think that the mere fact of having had children,
quite independently of whether they have lived
or died through ignorance, is sufficient to give
them claims to the respect of a young mother.
One day in an omnibus, an elderly woman
informed me that the baby she was nursing
was her fortieth grandchild. "Nineteen living,"
she said, "twenty-one we've buried. One of my
daughters had thirteen, and buried eight."

As she was getting out of the bus, she let the
child's head hang over her arm, so that the last
jerk would have dislocated its neck. "Mind his
head!" I cried. "Oh, talk to me," she indignantly
said, "with my experience!" Yet her
experience had buried more than half the
children experimented on.

Parents should never forget the immense
responsibility conferred upon them by having
brought children into the world. There are
many who either tolerate children as a necessary
evil, or treat them as playthings formed for their
special amusement, rather than as rational human
beings who are affected from the very first
for good or evil by their surroundings. Parents
of considerable intelligence, who might manage
the early life of their children extremely well if
they would devote more attention to it, too often
fall into the mistake of thinking that it will be
soon enough to look after them when they are
a little older, and saying, "You cannot do
anything with babies," they leave them to
the charge of servants. Yet it is the earliest
impressions that are of the most importance
as regards the future of the child: for from
birth to the age of seven years, the growth
and development of all the functions of
the body and mind are immensely more
rapid, so their care required during this period
is immensely greater than at any other time.

Education, both mental and physical, should
begin from birth. Not only can the senses be
trained from the very first, but inherited
evils of temper, etc., ought to be watched for
and checked as they arise. Charles Darwin,
who made a very careful study of the growth
and development of his child, showed that dur-
ing the first seven days only such reflex actions
as yawning, stretching, and screaming were per-
formed, but on the eighth, the mind was
beginning to be reflective, and to react on the
body, for when the naked sole of the baby's foot
was touched with a piece of paper, baby jerked
it away and curled its toes. At this time a
warm hand applied to the baby's face ex-
cited a wish to suck. Even as early as
during the first fortnight the child would
start on hearing a sudden sound, and blink
his eyes. Once, when the baby was sixty-
six days old, his father sneezed, whereupon
the child started violently, frowned, looked
frightened, and cried rather badly, being for
an hour afterwards in a nervous state. A few
days before he had started at an object suddenly
seen. This shows how early children become
susceptible to their surroundings, and incidentally
that great care should be taken not to
startle them by sudden sights and sounds at a
time when they may already tend to set up a
habit of nervousness. The passion of anger is
early seen in young children. In Darwin's
baby it showed itself at four months old, and
when a little over seven months he screamed
with rage because a lemon slipped away and he
could not reach it with his hands. At eleven
months old, if a wrong plaything were given to
him he would push it away and beat it.

For the proper training of children watch-
fulness and knowledge are constantly required.
Broad general rules of life apply to all children
alike, but even in such elementary matters as
feeding, infants require special study, and food
that may suit one child admirably might as
surely bring another to its grave. Each has
physical peculiarities needing study and care,
and each child has intellectual qualities and
aptitudes which also need to be taken specially
into consideration. No system of education,
either physical or intellectual, can be complete,
which treats all children as if each were a
counterpart of the other. Under such a system,
the weak ones are constantly overstrained, while
the strong ones cannot attain their fullest
power. For this reason, stereotyped education
in schools is not the best means of cultivating
the highest talents. A curious thing was
pointed out to me the other day by a
graphologist, the truth of which was, of
course, evident when I began to think about it.
It was that in endeavouring to study the charac-
ter from the handwriting of those who have
been educated under the School Board, there is
no great resemblance that individuality seems to
have been stamped out, and when she said that,
I remembered a remark once made by a great
statesman on the same subject, that the School
Board was a vast machine for crushing all kinds
and shapes of children's brains into one mould.

While the broad lines of education must
necessarily be the same for all, we should beware
of any tendency to check individuality and, by
so doing, produce a stereotyped individual un-
likely to rise to any kind of pre-eminence.

If the mother educates the child, it may
equally truly be said that the child educates the
mother, and let the woman candidly acknow-
ledge that whether she be an ordinary woman
of the world, or one of the advanced type that
modern education gives, motherhood is the
crown of a woman's life.

NOW READY.

FROM
PORTSMOUTH
TO
PEKING
VIA
LADYSMITH

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

CONTENTS—
From England to the Cape, and Crossing the
Line—The Naval Brigade in South Africa
(Box War, 1899-1900)—Off to the Front
(Colony)—Spion Kop—Vaal Krantz—
Final Operations and Relief of Ladysmith—
From the Cape to China—Naval Brigade
in North China with the Allied Forces—
To the Relief of Peking—Summary of
Siege—Appendix.

On Sale at
"DAILY PRESS" OFFICE, LOCAL BOOK-
SELLERS, SOLDIERS' CLUB, SOLDIERS'
AND SAILORS' HOME, ROYAL
NAVAL CANTINE.

Price \$1 per Copy Paper Covers; \$1.50 in
Boards.
Hongkong, 18th March, 1901. [782]

BANQUE DE L'INDO CHINE.
WHEREAS the following UNISSUED
NOTES have been STOLEN from
the Premises of the BANQUE DE L'INDO
CHINE and which said Notes are expressed on
the face thereof to be payable at the Branch
Office of the said Banque in Saigon, the num-
bers of which said Notes are as follows:—
Series V 491 to 1,000 of \$1 (One dollar) each
Series Z 491 to 1,000 of \$1 (One dollar) each
The Public are hereby CAUTIONED
against purchasing or dealing in any way with
such Notes, as the Banque De L'Indo Chine
accepts no liability for the same.
By Order of the Chief Manager in Saigon.
For the BANQUE DE L'INDO CHINE,
L. BERINDOAGUE,
Acting Manager.
Hongkong, 26th February, 1901. [601]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 3 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [78]

NOTICES OF FIRMS

NOTICE.

M. R. J. WACKER and Mr. L. GLISS-
MANN have been Authorized to SIGN
our Firm by PROCURATION from this date.
CARLOWITZ & CO.
Hongkong & Canton,
11th April, 1901. [987]

NOTICE.

WE have This Day Authorized Mr.
PAUL BREWITT to SIGN our
Firm by PROCURATION.
DARTLY & CO.
Hongkong, 10th April, 1901. [979]

NOTICE.

DURING the Absence of our Mr. E. W.
MITCHELL from the Colony, Mr.
EDMUND GUMPERT will take CHARGE
of this Branch of our Firm:
CALDBECK, MACGREGOR & CO.
Hongkong, 25th March, 1901. [846]

WANTED—A SEWING MACHINE
(Chain Stitch). WILCOX & GIBBS
preferred.
Apply—
MACHINE.
Care of Office of this Paper.
Hongkong, 12th April, 1901. [989]

WANTED.

EUROPEAN NURSEMAID.
Apply to—
"H."
Care of Daily Press Office.
Hongkong, 5th April, 1901. [957]

WANTED.

DULY QUALIFIED SURGEON for a
Coasting Steamer carrying Native
Passengers.
Applications, stating terms, &c., to be
addressed to—
"SURGEON."
Care of Daily Press Office.
Hongkong, 6th March, 1901. [937]

REQUIRED by a First Class Mercantile
House in Hongkong, an Experienced
Man of Business to act as COMPRADORE.
The Highest References required. No one need
apply unless he is prepared to give substantial
security in the sum of \$100,000. Apply in
writing to—
Messrs. JOHNSON, STOKES & MASTER,
12, Queen's Road Central.
Hongkong, 16th February, 1901. [517]

LARGE GODOWN WANTED for
STORAGE OF COAL.
State situation, size, rent, to—
E. L.
Care of Office of this Paper.
Hongkong, 14th February, 1901. [509]

WANTED.

BY a YOUNG MAN, EVENING WORK,
whether in the line of Bookkeeping,
Revising of Accounts, Typewriting or General
Office work. Hours—5.30 to 8 o'clock.
Apply to—
M. A. C.
Care of Office of this Paper.
Hongkong, 6th February, 1901. [425]

NOTICE.

TO AMATEUR PHOTOGRAPHERS.
MEE CHEUNG
BEGS to notify his many Customers that
in order to meet the demands of AMATEUR
PHOTOGRAPHERS he will open a
NEW DEPARTMENT on 2nd April, 1901,
which will be devoted exclusively to their
interests. Two skilled operators in constant
attendance.

Developing and Printing in all Branches
executed with care and promptness.
Enlarging from small negatives a specialty.
Hand Cameras refilled.
All kinds of repairs to apparatus undertaken.
Prices very Moderate.

OFFICE in Corridor of HONGKONG HOTEL,
where there are 2 Dark Rooms always at the
disposal of Patrons Free of Cost.
Hongkong, 1st April, 1901. [941]

FOR SALE.

THE P. & O. S. N. Co.'s Steamship
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

This Vessel brings on Cargo:—
From London, ex s.s. *Rome*.
From Persian Gulf, ex s.s. *Krandalla* and
Sindh.

Optical goods will be landed here unless
instructions are given to the contrary before
5 p.m., TO-DAY.
Goods not cleared by the 19th instant, at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.
H. A. BITCHIE,
Superintendent.
Hongkong, 13th April, 1901. [1]

NOTICE TO CONSIGNEES.

SS. "LOWTHER CASTLE,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby notified
that the Hongkong Cargo by above
steamer was transhipped at Singapore and
arrived yesterday by the *Chelydora*.

All Goods are being landed at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 19th inst., will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
19th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 10th April, 1901. [998]

QUAN WAH & CO.
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES on APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [243]

FOR SALE.
A COTTAGE PIANO, in Splendid
Condition.
Enquire at—
No. 38, MORRISON HILL ROAD,
Wanchai.
Hongkong, 12th April, 1901. [666]

FOR SALE.
A FULL-SIZED ENGLISH BIL-
LIARD TABLE with Accessories.
Apply to the—
CANTON CLUB,
Canton.
Canton, 10th April, 1901. [1005]

SALE OF THE PUBLIC AND OFFICERS OF
SHIPS.

When in MOJI, go to
THE AMERICAN HOUSE,
Where good European Accommodation can
be obtained at Y 3 per day.
Address—NISHI HON-MACHI, ITCHOME.
Moji, 17th January, 1901. [55]

C. E. WARREN
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"CALCHAS"	On 10th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 2nd May.
HOMEWARDS.		
LONDON	"IDOMENEUS"	On 16th April.
LONDON via MANILA	"AGAMEMNON"	On 19th April.
LONDON	"AJAX"	On 30th April.
LONDON	"ANTENOR"	On 14th May.
LIVERPOOL	"PYRRHUS"	On 15th May.

The S.S. "ULYSSES" arrived on Saturday morning from GLASGOW and LIVERPOOL. and will sail for SHANGHAI and JAPAN on Tuesday.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 15th April, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW	"HUNAN"	On 13th April.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, TOWN	"TSINAN"	On 23rd April.
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE		
MANILA	"TSINAN"	On 23rd April.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 16th April, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above ports on or about the 20th instant, and will be followed by Steamships "PATHAN," "FERDENE," and "LOWTHER CASTLE."

For Freight, apply to

DODWELL & CO., LD.

Agents.

Hongkong, 8th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

will be despatched for the above ports on WEDNESDAY, the 18th April, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 10th April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 1, 1901, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 27, 1901, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th May, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Cosular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 29th March, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS POINTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 15th April, 1901.

VESSELS ON THE BERTH
U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 18, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

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Cosular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERICA LINE—HAMBURG)

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at MANILA.)

THE full-powered Steamship

"ASTORIA"

Captain Ostermann, will be despatched for the above port on or about 4th May.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 15th April, 1901.

HONGKONG STEAMERS.

Agamemnon, Brit. str., 4,461, Nish, April 13, 1901, at Noon.

Alashi Maru, Jap. str., 974, Sidaaki, April 13, 1901, at Noon.

Mitsui Bussan Kaisha America Maru, Jap. str., 6,210, Going, April 12, 1901, at Noon.

Andalusia, German str., 5,441, Ehlers, April 15, 1901, at Noon.

Siemens & Co. Apenrade, German str., 611, Lorenzen, April 1, 1901, at Noon.

Ariake Maru, Jap. str., 2,193, Tassaki, April 15, 1901, at Noon.

M. B. Kaisha Athenian, British str., 2,444, Mowatt, April 8, 1901, at Noon.

C. P. R. Co. Benlomond, Brit. str., 1,782, Hutton, April 13, 1901, at Noon.

Gibb, Livingston & Co. Barnside, Amer. str., 1,400, Laflin, April 14, 1901, at Noon.

U.S. Government Canton, British str., 1,110, Lawrence, April 13, 1901, at Noon.

Jardine, Matheson & Co. Chas. Rogier, Belgian str., 1,291, Herfurth, April 14, 1901, at Noon.

Chelydra, British steamer, 1,567, Cox, April 9, 1901, at Noon.

Jardine, Matheson & Co. China, German steamer, 1,113, Voss, April 15, 1901, at Noon.

Siemens & Co. Clavering, British str., 2,255, Barker, Mar. 30, 1901, at Noon.

Dodwell & Co., Limited. Compania de Filipinas, Amer. str., 707, Orts, April 3, 1901, at Noon.

Daphne, German str., 1,290, Nissen, April 9, 1901, at Noon.

Siemens & Co. Diamante, British str., 1,225, Ramsay, April 14, 1901, at Noon.

Shewan, Tomes & Co. Dr. Hans Jerg Kier, Norw. str., 691, Larsen, April 11, 1901, at Noon.

East Asiatic Trading Co., Ltd. Eva, German steamer, 2,032, Peterson, April 7, 1901, at Noon.

Arnhold, Karberg & Co. Fushun, British steamer, 1,500, Lunt, April 15, 1901, at Noon.

Siemens & Co. Haitan, French steamer, 377, Merloes, April 15, 1901, at Noon.

A. R. Maruy Hailong, British str., 783, Bathurst, April 14, 1901, at Noon.

Douglas Lapaik & Co. Hangchow, British str., 999, Pearce, Mar. 21, 1901, at Noon.

Butterfield & Swire. Hanou, French steamer, 768, Pannier, Mar. 20, 1901, at Noon.

A. R. Maruy Hinesang, British steamer, 1,538, Lake, April 5, 1901, at Noon.

Jardine, Matheson & Co. Hoihaio, French str., 509, Morloes, April 15, 1901, at Noon.

A. R. Maruy Idomeneus, British str., 4,293, Riley, April 14, 1901, at Noon.

Butterfield & Swire. Idashi Maru, Jap. str., 2,301, Currow, April 2, 1901, at Noon.

Nippon Yusen Kaisha. Ilios, American steamer, 83, Pon, Mar. 20, 1901, at Noon.

A. R. Maruy Independent, German str., 871, Holtz, April 11, 1901, at Noon.

Chinese. Kweiyang, Brit. str., 1,062, Outerbridge, April 4, 1901, at Noon.

Butterfield & Swire. Loonggang, British str., 1,080, Weigall, April 15, 1901, at Noon.

Jardine, Matheson & Co.

Loosok, German str., 1,020, Jackson, April 10, 1901, at Noon.

Butterfield & Swire. Marie Johnson, Ger. str., 1,700, Hommert, April 14, 1901, at Noon.

Peiyang, German str., 897, Weiss, April 10, 1901, at Noon.

East Asiatic Trading Co., Limited. Perla, British steamer, 1,284, Almond, Mar. 24, 1901, at Noon.

Shewan, Tomes & Co. Petraroh, German str., 1,252, Uecker, Mar. 24, 1901, at Noon.

Melchers & Co. Petriana, British str., 900, Snape, Mar. 25, 1901, at Noon.

Arnhold, Karberg & Co. Pinguey, British str., 4,149, Pernell, April 7, 1901, at Noon.

Jardine, Matheson & Co. Pronto, German str., 632, Grandi, April 14, 1901, at Noon.

Siemens & Co. Shantung, British steamer, 1,835, Quall, April 2, 1901, at Noon.

Butterfield & Swire. Skarpeno, Norw. str., 1,130, Tallefsen, April 11, 1901, at Noon.

T. M. Sterens. Skuld, Norwegian str., 913, Berbon, April 12, 1901, at Noon.

Chinese. Strathgely, British str., 3,234, Gordon, April 5, 1901, at Noon.

Butterfield & Swire. Suavia, German str., 5,069, Wagener, April 15, 1901, at Noon.

Siemens & Co. Sullberg, German str., 782, Jensen, April 12, 1901, at Noon.

Siemens & Co. Taigwa Maru, Jap. str., 763, Kakimi, April 12, 1901, at Noon.

Order. Taichun, Amer. str., 1,216, Patterson, April 8, 1901, at Noon.

Chinese. Taitea Maru, Jap. str., 2,009, Hirai, April 13, 1901, at Noon.

Mitsui Bussan Kaisha. Tantalus, British str., 2,281, Gregory, April 14, 1901, at Noon.

Butterfield & Swire. Tartar, British steamer, 2,753, Bowles, April 4, 1901, at Noon.

C. P. R. Co. Thais, British steamer, 320, Robson, April 14, 1901, at Noon.

Douglas Lapaik & Co. Thyra, British str., 2,244, Dunning, April 9, 1901, at Noon.

Order. Trieste, Austrian str., 3,023, Mitis, April 14, 1901, at Noon.

Sander, Wieler & Co. Wagon, British str., 1,115, Mahle, April 11, 1901, at Noon.

Wosang, British str., 1,127, Johns, April 15, 1901, at Noon.

Jardine, Matheson & Co. Zweena, British str., 946, Ainsworth, April 15, 1901, at Noon.

Chinese. SAILING VESSELS.

Adolph Oubig, Amer. ship, 1,262, Amesbury, Dec. 19, Standard Oil Co.

Hattie C. Smith, Amer. schr., 45, Riley, Feb. 24, 1901, at Noon.

Master. Large Bay, British ship, 1,178, Adams, April 7, 1901, at Noon.

Sander, Wieler & Co. Louise J. Kenny, Amer. schr., 155, Olson, Mar. 30, 1901, at Noon.

Master. Luzen, Amer. 4-m. schr., 512, Anderson, Mar. 31, 1901, at Noon.

Holiday, Wise & Co. Madagascar, British 4-m. bark, 1,937, Smith, Mar. 4, Standard Oil Co.

Paul River, Amer. ship, 1,641, Wilson, Feb. 20, 1901, at Noon.

Standard Oil Co. President, British bark, 786, Munro, April 3, 1901, at Noon.

Chinese. Sea Witch, Amer. ship, 1,172, Howes, Feb. 21, 1901, at Noon.

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